

# AUTOSPORT

**1/6**  
EVERY FRIDAY

Vol. 3 No. 20  
November 16, 1951

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

THE M.C.C. "DAILY EXPRESS" NATIONAL RALLY, fully illustrated report — THE A.R.M. ENGINE, A SUGGESTED POWER-UNIT FOR

THE NEW GRAND PRIX FORMULA, BY A FAMOUS PRE-WAR DESIGNER — JOHN BOLSTER — RUSSELL LOWRY — WILSON McCOMB



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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 20.

November 16, 1951

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## EDITORIAL

A RATIONAL view should be taken by all competitors of the unfortunate regularity test timing mix-up during the otherwise magnificently organized M.C.C. *Daily Express* National Rally. Errors in the synchronized watches system of timing were readily admitted by M.C.C. officials after several protests had been examined. It was obvious that the timing arrangements at one, or both of the test hills, were completely at fault, but as the tests were immediately scrubbed on the recommendation of the Stewards, no one has any reason for further complaint. It is to be hoped, however, that in tests of this nature which do have an important bearing on the awards, future big-scale events will all have the services of R.A.C.-appointed timing officials with the necessary electrical apparatus. Hand-timing may suffice for purely club events, but a rally of the importance of the M.C.C. *Daily Express* should have the very latest and most foolproof timing systems.

• • •

A PROMINENT scrutineer has made a most sensible suggestion to this magazine. He calls for the introduction of log-books for all racing-cars, similar in principle to the type used for aircraft. It is his contention that the scrutineers should be able to examine a car's history, and in so doing, have a fairly complete picture of its raceworthiness. As an example he quotes a certain Formula 3 car which crashed on a Northern circuit, was quickly repaired, and entered in a Southern event. The scrutineers did not examine the car with microscopic thoroughness, as the competitor was well-known to them; they were satisfied to give it the normal inspection. Needless to say, they knew nothing of the previous day's crash and if they had had this information, a hair crack in the chassis frame might have been discovered. Fortunately the chassis broke without any dire results, but this might not have been the case.

The job of the scrutineer is a most important one, and any suggestion which would assist in making cars as safe as possible for racing should be examined minutely.

Far too many drivers regard scrutineering as something of a waste of time. In actual fact, close inspection of cars by experienced men is an essential part of motor-racing, and should be taken seriously by all competitors. Any attempt to hoodwink the scrutineers by passing through a jury-rig repair, should, if discovered, be treated with the utmost severity—even to the extent of the withdrawal of competition licences.

## OUR COVER PICTURE

BUTTERCUP: Lew Tracey (at the wheel) and Ken Rawlings in the latter's famous Vanguard Special, one of the best all-round "specials" in the competition game. They put up an impressive performance in the M.C.C. "Daily Express" National Rally.





## Pit and Paddock

**L**OUIS CHIRON is driving the 1951 Monte Carlo Rally winning Delahaye in the big Pan-American road race, Mexico

**M**ARCEL BECQUART paid a flying visit to this country last weekend. It seems certain that he will drive Jowetts during 1952.

**A**PPARENTLY the only parts of the "Bartlett Bullet" remaining on H. Sinclair-Sweeney's Vauxhall Special KRU7 are the back-axle (since modified), and a few odds and ends.

**A**LIMITED number of the excellent Allard Year Books are available at 2s. 3d., post free from the Allard Motor Co. Ltd., 24-28 Clapham High Street, London, S.W.4.

**"W**EE BEASTIE", Barry Stuart's famous Ulster Hybrid, is for sale, the owner having had to make a temporary exit from the sport because of a spine injury. Chris Lindsay, another Ulsterman, has announced that he is giving up racing and that "Nufor" will shortly be for disposal.

**D**ENIS SCOTT (M.G.) has won the first B.T.D.A. Gold Star for Rallies.

**M**OTOR-CYCLE fans with a knowledge of Spanish may be interested in a new monthly, called *Espana Motociclista*, which is published at Bordadores 5, Madrid, price 5 pesetas.

**M**ONTE CARLO G.P. next year will be for sports-cars conforming to Le Mans regulations. There will be two events on successive days, one for cars up to 1,500 c.c. and one for cars of over 1,500 c.c.

**R.** G. ("JOCK") HENDERSON of A.C. Cars, Thames Ditton, Surrey, has undertaken the compilation of a history of this famous marque. He would be glad to receive any photographs or first hand accounts of the various historic events with which A.C.s were associated.

**J**ACK NEWTON has every reason to be pleased with the results of the M.C.C. Rally. The first three places, and the team prize were won by drivers using his firm's Notwen oil.

**LEG-PULL:** P. G. Cooper consults the "official timekeeper" in the person of a well-known trials and rally driver—a light-hearted comment on the much-discussed regularity test during the M.C.C. "Daily Express" National Rally.

**J**UBILEE Dinner-Dance of the M.C.C. takes place at Park Lane Hotel, on 23rd November. Club Captain, Major R. I. Mariani, regrets that there are no more tickets available.

**S**MITH'S long-ringing cooker clock is a good investment for rally-dicers. Set the dial for any period up to one hour, and one can snatch the odd sleep or make certain of leaving for the control in time.

**G.** HOWARD-SORRELL is anxious to hear from any "Monte" entrant who has a vacancy for a co-driver/navigator. He can be reached at 8a Byron Road, Harrow (Underhill 0044/5).

**R**ALLY CRACK: One M.C.C. official discovering many slant-eyed, sleepy looking people in the lounge of the Queen's Hotel, Hastings, the morning after the Rally Ball, remarked: "Good Heavens, this place looks like the Chinese Embassy!"



**BOB FOSTER** at the microphone during the presentation of awards to M.C.C. Rally winners. The racing-motorcyclist was at first announced as the victor, but the scrubbing of the regularity test gave first place to Alan Hopkinson. Foster received a consolation award of £50.



# SPORTS-NEWS

## RACING IN AUSTRALIA

IN the recent Woodside Jubilee meeting in Victoria, Australia, a short Formula 1 race over three laps of the 3.3-mile circuit was won by D. Whiteford in a 4½-litre Lago Talbot at 74.1 m.p.h. Second was S. Jones with his Maybach Special with Auto Union style front, and third was a 1½-litre Maserati driven by E. Norman.

A Formula 2 race over the same distance went to Reg Hunt (of "Hunt Horror" trials fame a year or two back) in his J.A.P.-engined Hunt Special, two 1,250 c.c. M.G.s following him in.

### RESULTS

Formula 1, 3 laps, 10 miles: 1, D. Whiteford (4½-litre Lago Talbot), 74.1 m.p.h.; 2, S. Jones (4½-litre Maybach Special); 3, E. Norman (1½-litre Maserati).

Formula 2, 3 laps, 10 miles: 1, R. H. Hunt (998 c.c. Hunt); 2, A. N. Davidson (M.G.); 3, D. G. Harvey (M.G.).

\* \* \*

## MOSS/JAGUAR/SHELL-MEX FILM

MESSRS. SHELL-MEX AND B.P., LTD. have produced an extremely interesting 10-minute film entitled, "Racing Personalities No. 1", featuring Stirling Moss and the XK 120 Jaguar. The slow motion cornering shots are particularly instructive, showing Moss's fine technique and the stability of his car at speed.

Copies of the film may be obtained on loan from Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2.

## DEATH OF F. J. McEVOY

RENOWNED as a one-time British Olympic Bobsleigh champion, Fred McEvoy, who died recently in a yachting accident, also took part in motor-racing for a short but successful period before the war. He drove a 1½-litre 4-cylinder Maserati at Monaco and Picardy in 1936, and that same year gained one of the first competition successes for the S.S. Jaguar when he won the 3-litre class of the Marne Sports-car G.P. at Rheims.

★

*STOIC: Felice Bonetto of the Alfa Romeo team, apparently in a brown study during a G.P. practice session. This veteran Italian driver is very popular with his fellow-countrymen.*

★



## BUGATTI RECONSTRUCTION

### New High Performance 1½-Litre Promised

AT their recent Annual Dinner and Dance held at the Dorchester Hotel, the Bugatti Owners' Club were privileged to entertain, amongst other distinguished guests, an official representative of the Bugatti concern: M. René Bolloré, who recently married Mme. Ettore Bugatti, and who in conjunction with his wife, represents a considerable part of the shareholders in the Bugatti concern.

During the course of the evening an official announcement was made on behalf of the firm to the effect that Bugatti finances are in course of reorganization, and that M. Pierre Marco is to become General Manager at the Molsheim works, which have been considerably improved since pre-war.

The firm will concentrate at first on the type 101, which was shown at the Paris Salon, a car which, although in Bugatti tradition retaining a beam-type front axle, has in fact a completely redesigned front suspension.

Commencing in the new year it is intended to start production of an entirely new 1½-litre high performance sports-car, to be known as the "Type Ettore", which will be available only in two-seater form. The development of the type 101 will also continue.

When the production of cars has again been established at the works, M. Bolloré hopes it will again be possible for the *marque* Bugatti to re-enter the world of competition motoring.

\* \* \*

## A FORMULA 3 RACE IN THE U.S.A.

THAT ever-enterprising body, the Sports Car Club of America, will include in its Palm Beach road race meeting, on 8th/9th December, a 15-lap race for Formula 3 (500 c.c. unblown) racing-cars. If one excludes Indianapolis for its specialized nature, this will mark the first staging in the U.S.A. of a race complying with an International formula since the Vanderbilt Cup was last held in 1937 on Long Island.

The Palm Beach meeting, jointly organized by the S.C.C. of A. and the Kiwanis Club of Riviera Beach, will comprise a one-hour, under 1,500 c.c. production sports-car race, and a two-hour sports-car race for the A. O. Edwards Trophy, on the first day; the 500 c.c. race and a two-hour race for over 1,500 c.c. sports-cars on the second day. It is known that examples of Cooper, and Effyh "500s" are in the U.S.A., but they are believed to be few in number.



# THE VETERANS AGAIN

## Emancipation Day Commemoration Run On Sunday

A RECORD total of 165 cars have been entered for the R.A.C.'s annual Veteran Run from London to Brighton, which takes place this Sunday, 18th November. The event commemorates the famous Emancipation Day run of 1896, and the age of the youngest car competing this year is 47 years; others are considerably older, the greyest of the "grey-beards" being a Léon Bollée and a Lutzmann, both of 1895 vintage.

The Run starts at 8.30 a.m. from the Magazine in Hyde Park, cars being despatched in pairs this year, at 30-second intervals, the slowest cars leaving first. The route leads from Hyde Park via Westminster Bridge to Brixton, then to Streatham, Thornton Heath, Croydon By-Pass, Redhill and Reigate, where it joins A23, the main London-Brighton road, passing through Gatwick, Crawley, Handcross, Bolney, Pyecombe and Patcham to the finish on Madeira Drive, Brighton. Competitors are expected to arrive between 11.20 a.m. and 1.15 p.m. and at 2.45 p.m. the veterans will proceed in procession through Brighton.

Amongst the drivers are John Bolster with a 1903 Panhard, Phillip Fotheringham-Parker (1899 Century Tandem), Air Chief Marshal Sir Alec Coryton (1902 De Dion), Lord Charnwood (1904 Lanchester) and S. C. H. Davis (1897 Léon Bollée). Subject to his commitments with B.R.M., Stirling Moss may share the wheel of a 1904 Darracq with R. D. Gregory.

The R.A.C. particularly ask that the public do not impede the Veterans *en route*, and that they be given plenty of room on the hillier stretches.

### LIST OF ENTRANTS

E. S. Berry (1895 Lutzmann), Cmdr. C. L. Woodford, R.N. (1895 Léon Bollée), R. Lawson (1896 Léon Bollée), L. Lewis-Evans (1896 Benz), E. Rowe (1898 Victoria Combination), B. W. Jarrett (1898 International Benz), S. Steele (1898 De Dion Tricycle), R. S. Miles (1899 Benz), K. H. Baker (1899 Benz), F. S. Rowden (1898 Star), Maj. J. W. Mills (1899 Star), N. V. Reeves (1899 Benz), C. E. Milner (1900 Benz), E. Goodey (1900 Lux), D. W. D. Showell (1900 Argyle), P. Beardsell (1900 Progress Quad), H. Fairhurst (1899 Decauville), A. Prince (1899 Decauville), Miss Collinson (1900 New Orleans), Mrs. L. P. Hunt (1900 New Orleans), Maj. W. Browning (1900 New Orleans), J. Pidgeon (1897 Humber), E. O. Corkett (1901 De Dion Quad), K. G. Moss (1903 Crestmobile), A. W. F. Smith (1900 De Dion Bouton), Col. H. J. Wellington (1900 De Dion Bouton), R. A. Pirher (1901 De Dion Bouton), C. Warrick (1900 De Dion Bouton), W. Pilmor-Bedford (1901 De

Dion Bouton), R. J. Stephens (1898 Stephens), P. C. Bath (1903 White Steamer), A. Booth (1901 Pick), G. W. Goodall (1901 Royal Enfield Quad), F. Bateley (1900 Daimler), C. P. Abbott (1902 Arrol-Johnston), T. W. Lightfoot (1901 Renault), T. L. Seecombe (1899 Beeston), S. S. Kaye (1898 De Dion Bouton), E. L. Wood (1896 Léon Bollée), L. M. Austin (1901 De Dion Bouton), Dr. W. H. Glynn-Jones (1901 De Dion Bouton), J. H. S. Guest (1901 De Dion Bouton), D. Johns (1901 De Dion Bouton), Maj. G. S. Taylor (1901 Renault), C. G. H. Dunham (1901 Corro), Maj. M. E. Davenport (1901 Progress), G. Siles (1901 Charette), K. Harlow (1901 M.M.C.), A. W. F. Smith (1902 Peugeot), R. A. Shaw (1902 Rex Tricar), E. Hare (1902 Gladiator), H. Parkinson (1900 Peugeot), Maj. J. W. Mills (1903 Oldsmobile), E. J. Barnard (1903 Oldsmobile), C. J. Bendall (1903 Oldsmobile), V. Balls (1903 Oldsmobile), P. Tacon (1903 Humber Olympia Tandem), L. E. A. Briggs (1904 Humber Olympia Tandem), A. Hodsdon (1901 Panhard-Levassor), J. Crossman (1900 Georges Richard), H. F. Welham (1903 Phoenix Trimot), P. Fotheringham-Parker (1899 Century Tandem), Mrs. R. Fotheringham-Parker (1903 Renault), H. Fairhurst (1903 Peugeot), S. C. H. Davis (1897 Léon Bollée), S. J. Humphries (1903 Humberette), R. L. Green (1903 Humberette), Mrs. F. A. Rosewell (1903 Humberette), F. E. Dell (1904 Humberette), S. J. Snookall (1904 Humberette), N. T. Beardsell (1904 Humberette), S. B. Reece (1904 Wolseley), G. J. Alday (1904 Wolseley), K. G. Moss (1903 Swift), Miss M. G. Shaw (1904 Minerva), F. G. Bond (1904 Rexette Tricar), L. P. Hunt (1902 Century Tandem), R. C. Porter (1901 De Dion Bouton), J. Goff (1902 De Dion Bouton), Col. J. E. Alcock (1902 De Dion Bouton), L. T. Norton (1903 De Dion Bouton), P. H. Turvey (1901 De Dion Bouton), Cmdr. C. L. Woodford, R.N. (1901 De Dion Bouton), G. A. Hodgkinson (1903 De Dion Bouton), Mrs. M. L. F. Fong (1903 De Dion Bouton), B. Morgan (1904 De Dion Bouton), F. L. Knight (1904 De Dion Bouton), A. F. Reeves (1904 De Dion Bouton), W. R. Stevens (1904 De Dion Bouton), H. T. Clark (1904 De Dion Bouton), W. J. Campbell (1904 De Dion Bouton), J. H. White (1904 De Dion Bouton), Air Chief Marshal Sir Alec Coryton (1902 De Dion Bouton), Maj. R. E. Dennis (1902 Dennis), Cmdr. R. Erskine-Gray, R.N. (1902 Argyle), Sir Clive Edwards (1900 New Orleans), C. W. P. Hampton (1902 Peugeot), D. Saberson (1904 Swift), M. B. Marr (1904 Vauxhall), J. G. Hampton (1904 Oldsmobile), R. C. Hunter (1904 Siddley), E. P. Shaw (1904 Riley Tricar), H. Goodey (1904 Peugeot), J. Webb (1902 De Dion Bouton), W. T. Grose (1904 Rover), W. T. Grose (1903 Wolseley), Maj. J. Gardiner (1902 Wolseley), P. C. Waring (1902 Wolseley), E. Pilmor-Bedford (1904 Wolseley), P. H. Pointer (1902 Wolseley), W. A. L. Cook (1903 Argyle), A. W. F. Smith (1904 Century), W. S. L. Smith (1904 Clement Talbot), T. W. Haybow (1903 Gladiator), E. Rowe (1901 Renault), D. Fitzpatrick (1903 Achilles), A. T. Darbyshire (1903 Darracq), Maj. J. W. Mills (1904 Darracq), E. Symes (1903 Richard Brasier), E. J. Steel (1904 Aldays and Onions), J. E. Ford (1902 M.M.C.), G. Southon (1901 Decauville), D. G. Warwick (1904 Humber), R. G. Forster (1903 De Dion Bouton), C. B. North (1904 De Dion Bouton), G. M. Gee (1904 De Dion Bouton), C. M. Vere (1904 De Dion Bouton), J. H. White (1904 De Dion Bouton), E. H. Jarvis (1900 Panhard-Levassor), A. Prince (1901 Panhard-Levassor), J. V. Bolster (1903 Panhard-Levassor), B. Thorpe (1903 Darracq), W. F. Watson (1903 Gladiator), H. P. Lucas (1904 James and Brown), City and Guilds College M.C. (1901 James and Brown), W. H. S. Wilson (1904 Star), F. S. Bennett (1903 Cadillac), J. O. Winton (1904 Wolseley), Dr. M. W. P. Ward (1903 Vinot et Deguingand), J. H. Woodin (1904 Riley Tricar), H. F. Welham (1904 Cadillac), T. W. Lightfoot (1904 Cadillac), D. Copley (1904 Cadillac), G. A. Upton (1902 Lanchester), F. W. Hutton-Stott (1903 Lanchester), Lord Charnwood (1904 Lanchester), G. J. Alday, M.B.E. (1904 Lanchester), H. Pierpoint (1904 Siddley), R. K. N. Clarkson (1902 Panhard-Levassor), A. B. Hobbs (1903 Panhard-Levassor), A. Hodsdon (1904 Gardner-Serouillet), A. W. F. Smith (1903 Clement), H. W. Welham (1904 Renault), Cmdr. J. D. R. Davies, R.N. (1904 Renault), N. V. Reeves (1904 Darracq), F. Reece (1904 Renault), Cmdr. J. D. R. Davies, R.N. (1904 Renault), R. D. Gregory (1904 Darracq), F. W. Hutton-Stott (1902 De Dietrich), H. Pierpoint (1904 Mors), S. E. Sears (1901 Mors), S. E. Sears (1903 Clement Talbot), G. J. Alday, M.B.E. (1903 Mercedes), S. E. Sears (1904 Mercedes), F. J. B. Budgett (1904 Raleighette).



The route the Veterans will take, showing approximate times between which runners are expected to arrive at various points.

### DOUBLE U.S. WIN FOR ALLARD

At a road race meeting last month near Reno, Nevada (more famous, of course, for its divorces!), an Allard J2, driven by Tom Carstens, won the Virginia Lake Handicap event, also making fastest qualifying time. At the same meeting, Bill Pollack drove the Allard to victory in the Reno Trophy race, main event of the day, contested by a total of 38 cars.

### "THE AUTOCAR" DIARY

ONCE again that popular "annual", the Iliffe and Sons, Ltd.'s "Autocar" Diary, is available. The 1952 edition contains a wealth of information of value to motorists and other users of the road, on main highways, distances from London, index marks, world's records and so on. Prices are: Rexine binding, 4s. 3½d., Morocco leather, 6s. 1½d., both inclusive of P.T. The publisher's address is Dorset House, Stamford Street, London, S.E.1.



# LINDSAY WINS THE MUCKIEST McMULLAN

## Newry Club's Autumn Trial a True Mudlark

SEVERAL days of heavy rain preceding a trial can do the oddest things to the course. In the case of the Newry and District M.C.'s McMullan Cup event last Saturday, most of the route set a new standard in glutinosity, yet one hill became literally a washout. Christopher Lindsay, his new Dellow now carrying a supercharger and arrayed in the familiar dark green Lindsay war-paint, carried off the cup despite the loss of most of his exhaust pipe on the first lap. This constituted the Belfast driver's second triumph o'er the slings and arrows, as he won last year's premier award with a badly damaged clutch.

First test for the 10 starters was Edentrumly Hill, which the rain had washed so clear of slime that all but George Savage (TC M.G.) and Wallace Henderson (Austin 7) climbed the full distance without fuss. Much more difficult was the timed climb of Ballyvally, with its watersplash and two hairpins. Only Wilbert Todd (Humber) got inside the 20 m.p.h. limit, with Lindsay one second outside, and Charles Maunsell (H.R.G.) and Eileen Atkinson (Ford Sp.) close behind.

Sloshing their way gaily over the mountain, the contestants came to the Slieve Roe observed section, which presented a right-angle turn off a greasy hill, and some fun and games between tapes. Half the field found life over-tedious here, but Wallace Henderson's little beachwagon was numbered among the successful. An impression that it was also a non-stop section led one or two into close contact with the surrounding banks, to the detriment of their score-sheets.

The weather had played havoc with the next hazard, Ballyaghally Hairpin, and all but Maunsell managed to round it with no more than one reverse. David Archibald failed to appear, having lost the oil-retaining properties of his TA M.G.'s sump in single combat with a boulder. Between the hairpin and the

main road, the customary lane had become a raging torrent, down which were wafted a series of drivers, all breathing prayers to Joseph Lucas. Wisely, the club had set no time limit for the section between the end of this section and Edentrumly, to prevent main-road dicing.

On arrival at the start of their second lap, the appearance of most of the competitors caused roars of unfeeling laughter among the officials. The health-giving effects of Co. Down mud were being given a thorough trial, and Charles Maunsell in particular was scarcely his usual immaculate self. Henderson, his

Austin sacrificing urge to weather protection, again failed on Edentrumly, but Savage made a clean climb, to the accompaniment of crunching sounds from his rear number plate. Todd and Lindsay swapped places on the timed hill, the former being two seconds outside the limit. Possibly handicapped by the absence of his spouse, who had decided to "sit this one out", Todd again slipped up at Slieve Roe, which claimed six failures on this lap.

By the time the third lap of the course had commenced, Maunsell was almost unrecognizable, although Billy Scott (M.G. Magna) ran him close as contender for the title of First Filthy. Henderson made another gallant attempt on Edentrumly, his passenger providing extra b.h.p., but just failed to reach the top. At Ballyvally, Lindsay and Todd were both inside the time limit, with



TRICKY APPROACH: George Savage (M.G.) on Edentrumly Hill during the Newry trial.



★  
**PLASTERED:**  
Charles Maunsell  
(H.R.G.) after one lap  
of the course. He  
won a 1st Class  
Award.

★

Eileen Atkinson only 3 secs. outside—providing a forecast of the final result. Wallace Henderson regained status by towing an official's waterlogged Armstrong Siddeley back to Newry, where stencilled copies of the full results were available at 7 p.m. WILSON McCOMB.

### RESULTS

**McMullan Cup:** C. F. C. Lindsay (S/c. Dellow), 203 marks.

**Souvenir Award:** W. T. Todd (Humber Sp.), 188 marks.

**Holt Cup:** Mrs. E. Atkinson (Ford Sp.), 161 marks.

**Saloon Car Award:** W. W. Henderson (Austin 7), —41 marks.

**1st Class Awards:** C. W. E. Maunsell (H.R.G.), 142 marks; J. A. Hyde (Dellow), 137 marks.

**2nd Class Awards:** W. R. Chambers (TD M.G.), 106 marks; G. Savage (TC M.G.), 26 marks.





The fine painting of the Le Mans-winning XK 120C Jaguar, by Roy Nockolds, which was presented to Mr. W. Lyons of Jaguar Cars Ltd., by the Esso Petroleum Co. Ltd.

## PRESENTATION TO MR. W. LYONS

### Esso's Gesture at Conclusion of Motor Racing Films Preview

**D**URING the course of the 1951 racing season, the Esso Petroleum Co. Ltd., have produced five 16 mm. colour films, intended mainly for motor-club showing. Of these, two were shown last week at a preview, one dealing with the Le Mans 24 Hours Race, and the other with motor-cycling. Both were the work of Ray Mayne of Esso's

After the film show, a presentation was made to Mr. W. Lyons of Jaguar Cars Ltd., of a very fine painting by Roy Nockolds, depicting the Le Mans-winning XK 120C Jaguar in action at night during the rain. This was given by Esso's as an appreciation of his invaluable contribution to the prestige of British automobile engineering, by reason of the outstanding successes of his cars.

Club secretaries should note that the demand for these films is exceptionally heavy, and that applications should be addressed to the Competitions Dept., Esso Petroleum Co. Ltd., 36 Queen Anne's Gate, London, S.W.1. The motoring films cover the following events: Le Mans, Goodwood (Easter Monday),

Silverstone (*Daily Express* Meeting), Dundrod (Ulster Trophy), Brands Hatch (Whitsun), Dorking (Veteran C.C. Hill-Climb) and model car racing.

### 1952 FORMULA 3 EVENTS

**T**HE 1952 Calendar of Formula 3 (500 c.c.) international events, recently issued by the F.I.A., reveals a number of interesting points. The B.R.D.C. British Empire Trophy race meeting in the Isle of Man on 29th May will comprise the main sports-car Trophy event and a race for Formula 3 cars; this will be the first time the "500s" have raced at Douglas, which should prove an ideal course for them. Another circuit which will see 500 c.c. racing for the first time is that at Chimay in Belgium, where Formula 2 and 3 races are planned for 1st June. The Findel course at Luxembourg, the scene last year of the first exclusively Formula 3 "National" Grand Prix, won by Alan Brown (Cooper) will next year be used for Formula 2

and 3 races at the joint G.P. meeting on 22nd May.

A new half-litre event is the Picardy G.P., famous pre-war as a voiturette race, won three times in succession by E.R.A.s. The Dutch and German G.P. meetings will both include events for "500s", while Sweden, Norway and Finland have several meetings listed. Perhaps the most significant point of all is that Formula 3 racing, which has now spread to the U.S.A., as announced elsewhere in this issue, will next year take place in South America as well, the Brazilian G.P. meetings at Sao Paulo and Boa Vista on 16th and 30th November respectively comprising Formula 1 and 3 races.

### 1952 FORMULA 3 INTERNATIONAL CALENDAR

- 9th March. Race meeting, Sweden.
- 12th April. Castle Combe meeting.
- 14th April. Brands Hatch meeting.
- 11th May. Race meeting, Belgium.
- Finnish G.P.
- 14th May. Tampere races, Sweden.
- Brands Hatch meeting.
- 18th May. Lapeen races, Finland.
- Circuit of Draguignan, France.
- 22nd May. Luxembourg G.P.
- 25th May. Eifel races, Nürburgring, Germany.
- 29th May. B.R.D.C. race, Douglas, I.O.M.
- 1st June. G.P. des Frontières, Belgium.
- 2nd June. Goodwood race meeting.
- 8th June. Circuit of Orleans, France.
- 14th June. Circuit of Jonkoping, Sweden.
- 15th June. Picardy G.P., France.
- Rome G.P., Italy.
- 6th July. Circuit des Essarts, Rouen, France.
- 12th/13th July. Hedemora races, Sweden.
- 12th July. Goodwood race meeting.
- 20th July. Race meeting, Belgium.
- Race meeting, Sweden.
- 27th July. Prescott Hill-climb.
- 3rd August. German G.P., Nürburgring.
- 4th August. Brands Hatch race meeting.
- 10th August. Freiburg Hill-climb, Germany.
- 15th August. Stockholm race meeting, Sweden.
- 17th August. Dutch G.P., Zandvoort.
- Solitude races, Stuttgart, Germany.
- Hivinkaa races, Finland.
- 24th August. Savonlinna races, Finland.
- 30th August. Kuopio races, Finland.
- 31st August. Karlskoga meeting, Sweden.
- 7th September. Race meeting, Sweden.
- 14th September. Circuit de Cadours, France.
- 20th/21st September. Race meeting, Norway.
- 28th September. Avus meeting, Berlin.
- 16th November. Sao Paulo G.P., Brazil.
- 30th November. Circuit de la Quinta da Boa Vista, Brazil.



RUSSELL  
LOWRY'S

# NORTHERN LIGHTS

THE LAW ISN'T ALWAYS A HASS—KEEP OFF THE . . . NETTLES—TER MAKE YER FLESH CREEP—SNAKES . . . AND LADDERS—WHERE I DINES—BEECHAM BENEFIT?

SEVERAL Northern clubs are suffering from heartburn on the subject of that "Temporary Membership" which, at a modest fee, ranging from a shilling to a half-crown, offers an escape road in cases where there isn't time to float a full-blooded Closed Invitation event. There is really no occasion for pain or surprise over a veto from London, as the General Competition Rules carry, on page 15, the following definition of a Registered Member—"Any duly elected Member of a Club other than a Temporary or Honorary Member. No one other than a Registered Member of a Club, whose name shall have been inscribed on the books of the Club not less than 21 days prior to the date for a Closed Competition promoted by or open to members of that Club, shall be eligible to take part therein". Which seems to be pretty conclusive. You may like it or not, but orders is orders.

I've heard the argument, "But *our* Club rules specifically provide for the offer of temporary membership. Furthermore, they were submitted to the R.A.C. for approval when we first started as a Club and no objection was raised to this clause". That's all very well, but rules, like laws, have to change with the times. When they fail to do so, you get cases such as that of the large-sized gentleman who, not so very long ago, finding himself in disagreement with a diminutive neighbour, demanded Trial by Battle, under an Act of Alfred or Ethelred or somebody!

It is, of course, true that the General Competition Rules were out of print for some years, and during this post-war spell a good deal of uncertainty arose, but the laws by which our sport is governed are now easily available to all, and are well worth a spot of perusal.

\* \* \*

I WAS recently able to do a lap or two of the projected new racing circuit at Oulton Park, near Northwich. Conditions were not ideal in that it was pouring with rain and pitch dark, but it was obvious that the makings of a first-class circuit are all present. Moreover, it will be a *road* circuit with none of those expanses of concrete which give so many false impressions both to drivers and spectators. Altogether, a most alluring prospect. At present, one of the opposition factors is a body dedicated to the Preservation of Rural England, who dilate learnedly on loss of crops and prejudice to the sylvan beauties of deep Cheshire. Now, few people enjoy or appreciate rural England more than the sporting motorist, whatever the opposition may say about it. By "sporting", I don't mean those curious types who sit in closed saloons and bowler hats, reading the Sunday papers on the verges of our arterial roads, afterwards affirming that they've been out for a country run. And I haven't noticed that motor-racing has interfered with agriculture at such places as Silverstone, Gamston or Croft. Furthermore, Oulton Park has never grown a

crop in its life, as far as we know, and at present is more or less as General Patton left it in 1944. It could only be improved by being brought into reasonable use.

\* \* \*

THE Midlands' Motoring Enthusiasts' Club circular wrings the heart with the mental anguish of crews taking part in the South Caernarvon Club's Criccieth Rally, in which entrants motored through the night over "Welsh Mountains fringed by appalling abysses and dreadful drops, the heights shrouded in fog and the place fairly littered with sheep". I don't know why or how the Welsh Passes acquired this reputation, as you'll never hear such descriptions used about the hills of Derbyshire, Yorkshire, or even the Lake District, some of which are just as forbidding. I have a feeling that some of the trouble on Bwlch-y-Groes in last year's 1,000 Mile Rally sprang from the awful warnings handed out at the bottom of the climb. "Don't go near the edge, for goodness sake, and on no account even dream of passing anything". So strangers to the district went up with twitching toes and one eye over the right shoulder. No wonder there were failures and congestion. Such is reputation.

One of the hardest route-markers in the country, Fred Groves, always blanched visibly when given the job involving the crossing of such sections as Conquering Hero and Barber's Hill, near Llangollen. But all these things are perfectly good roads, requiring only to be motored up or down, as the case may be, and there is no real cause for trepidation. And I'm no hardy type.

Incidentally, the aforementioned Fred Groves has recently been moved from the gentle West Country up to the frigid hard-living North. I gather that after one of his first trials experiences in fog and snow, he and party stumbled towards a glimmering light, and found with relief that it was an inn. Everyone ordered . . . nice hot tea. Except Fred.

\* \* \*

I AM indebted to Wilson Rogers for a little anecdote which I have no reason to believe is allegorical. Seems that a certain club was holding its normal Committee Meeting, and in due course arrived at the election of New Members. "I have one," said a Committee man, renowned for a certain exuberance, "but he is not of this country."

"Doesn't make any difference, who is he?"

"He is from the Dark Countries," said the proposer, producing a screw-top jar and releasing a three-foot snake, which dashed sinuously around the room breaking up the meeting in disorder. During the breaking-up process, someone yelled, "Is it poisonous?"

"Dunno," shouted the owner, "tell me how you get on if it bites you."



**Northern Lights—Continued**

**B**OTH the Midland and Northern Associations of Car Clubs have now completed their deliberations on the calendar for 1952, and have smoothed over the clashes, so that a snag-free list can go forward to London, from whence the official dates will emerge in due course. The North has also given attention to dates for Annual Dances and Prize Distributions, with a view to spreading, if not shedding, the load, and, incidentally, enabling prize winners to have a better chance of turning up for their silverware.

**D**OC LILLEY recently paid a call on Jack Clegg to see how the motor-cars were getting along for the week-end's event, and found the designer-builder-driver changing a back axle with actions carefully timed to the strains of Grand Opera. Which brings on an irresistible temptation to paraphrase Richard Murdoch's paraphrase of the Ballet Egyptien—

"When I change the backend of my motor-car  
I never get the pieces to fit.  
Brake shoes, half-shafts, cogs and different-i-a-l,  
Always end up covered with grit".

## Correspondence

*We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.*

**Steam-cars**

**B**EFORE the correspondence on steam-cars fades away, might I chip in?

These cars were originally banned from competitions because they made the i.c. motors of their day look foolish.

Could not the R.A.C. encourage their development by permitting their re-entry into motor sport?

Probably the first response would come from amateur builders, as the longevity and low oil requirements of these units would be viewed with a jaundiced eye by the i.c. trade in general. The brisk step-off might warm the hearts of the tyre people.

I am confident that a modern steam-car would trounce its i.c. counterpart as effectively as did its forebears.

SPORTIF.

DEWSBURY.

**Ulster Recap**

**M**AY I refer to the letter from R. N. Brown in the 5th October issue in which he heaps praise on the deserving shoulders of Tony Rolt, to whom he refers as the spare driver for Jaguar Cars, Ltd.; I have always understood that the many Jaguar successes were obtained with privately owned, entered, and driven cars. If I am correct, far from the car being taken over by Tony Rolt, or the change ordered by some team manager, one might be safe in assuming that Leslie Johnson had, of his own volition, handed over to Tony; perhaps for some gentlemanly reason unknown to anyone but the two drivers.

Once again, if I am correct, the reason for Rolt's nomination as reserve driver might be that, as he does not own a Jaguar XK 120C himself, one of the three drivers—perhaps Johnson—felt that the talents of Rolt deserved an airing. Let us avoid these odious comparisons—even if only implied—between British

drivers, more particularly as the two drivers in question are certainly in the select list of the six best British drivers.

LONDON, N.11.

"QUIBLER".

[The XK 120C Jaguars were officially entered by Jaguar Cars Ltd.—Ed.]

**The 1911 Delage—and Modern Trials' Cars**

**M**AY I congratulate you on the inclusion of John Bolster's article on Lord Charnwood's Delage in last week's issue.

The photographs accompanying the article were excellent and a welcome change from the usual run of pictures appearing at this time of the year.

I have no wish to be a spoilsport, but one does get a little tired of the inevitable home-brewed Special, pictured leaping into one's lap over the brow of some trials' hill, wheels flapping, and underwear showing.

Does last week's article mean that perhaps this winter we may look forward to the accent being shifted from "devices", to motor-cars?

FAWKHAM GREEN, KENT.

ALAN YATES.

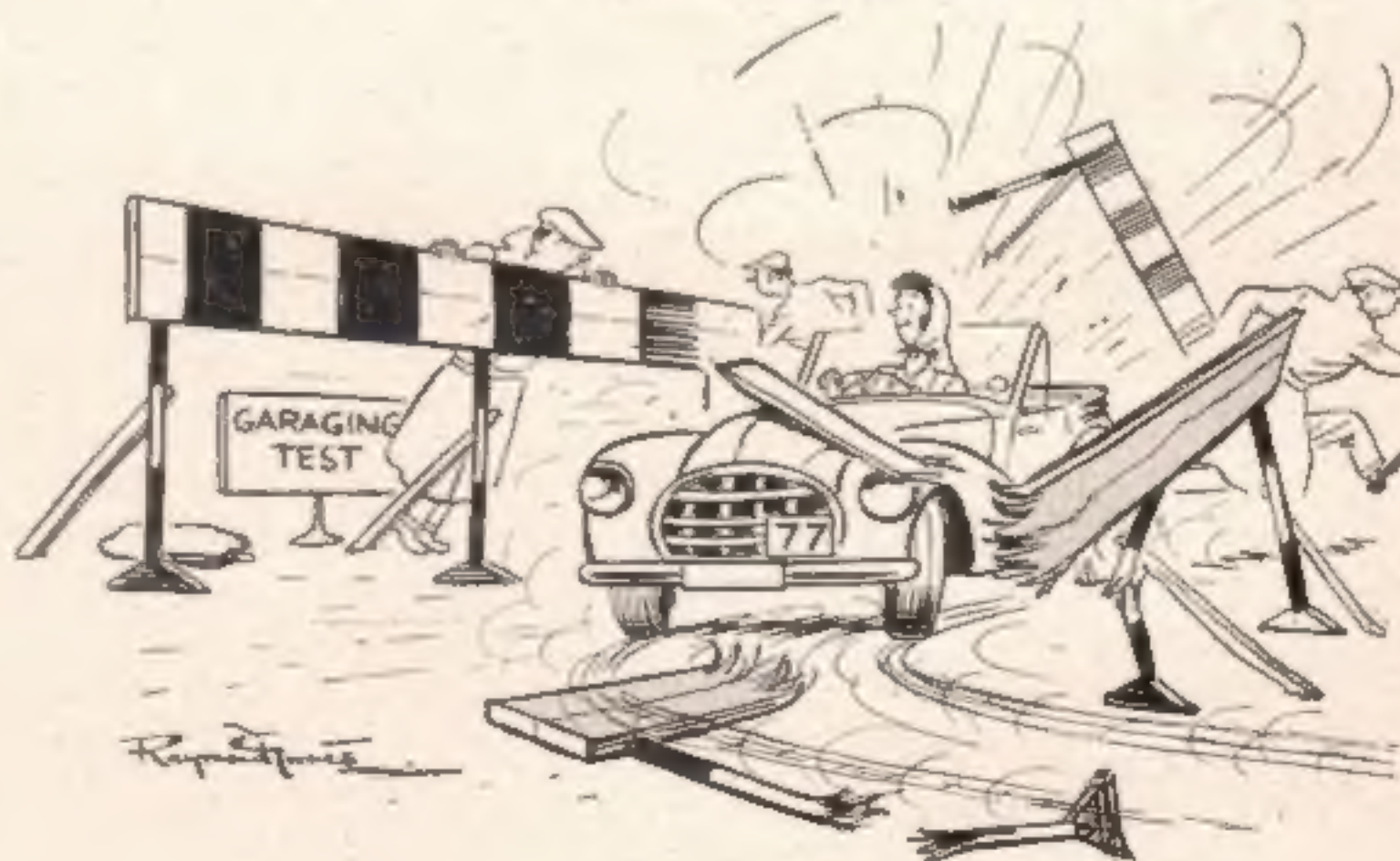
**I** AM very heartened to learn from your Editorial this week that Trials are to receive the same coverage as has been given to Speed events of the past season.

Can we have pictures too? Close-ups for preference—machinery holds more interest than a view.

KEIGHLEY, YORKS.

DAVID A. WRIGHT.

(More Correspondence on page 639)

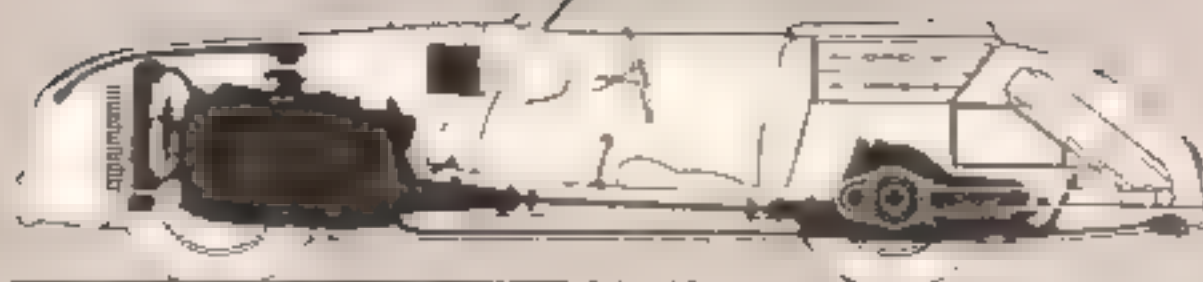






# Pegaso

type 102



(Above) Lay-out of the engine and rear-located gearbox on the Pegaso. This is the Cabriolet, Type 102 2, 5.

**D**URING a recent visit to the Pegaso factory at Barcelona, AUTOSPORT representatives were given a glimpse of the latest models, and were taken on a tour of the works which also produce the famous Pegaso range of commercial vehicles. The reason for the high cost of the cars was explained as being due to the fact that there are virtually no components makers in Spain, and that practically everything has to be made in the factory.

Several types of engine are available, all of the V-8 pattern with twin o.h.c. The standard 2,472 c.c. (75 x 70 mm.) unit with chain-driven camshaft, has a maximum

engine speed of 6,000 r.p.m., the ignition being by dual distributors. Another version of this engine (the Type 120/2.5S) goes up to 6,800 r.p.m.; it has special Bosch magneto ignition and gear-driven camshafts. This unit is intended for the cars with lightweight bodywork which may be used in competitions, and can be supplied with either 8.6 (80 octane fuel), or 9.2 (87 octane fuel) to 1 compression ratios.

For the more subdued machines, Pegaso have produced a 2,816 c.c. (80 x 70 mm.) engine, limited to 5,500 r.p.m., and able to run on normal pump fuel as supplied in Spain.

There is also a wide range of gear

and axle ratios. Top gear speeds at 1,000 r.p.m. for 3.27, 3.55 and 3.9 to 1 axles, are 23.6, 21.8 and 19.8 m.p.h. respectively. Maximum speed of the Type 120/2.5S super-sports model is estimated to exceed 142 m.p.h. on 87 octane fuel.

A wide use of light alloys has enabled the designers to keep weight down to a very satisfactory figure. For example, the 2/3-seater sports saloon is quoted as weighing a shade over 19 cwt. (dry).

The Pegaso was described by John Bolster in our issue dated 12th October, 1951, on its first public appearance at the Paris Salon. There is little doubt that the car will represent Spain in International sports-car racing, and rallies, during 1952. The engine size also augurs well for the 1954 Grand Prix formula and the vast E.N.A.S.A. organization should be perfectly capable of building and maintaining a team of pukka G.P. cars.

## Correspondence—continued.

### The Ferrari Oil-Bath

**C**AN anyone kindly explain to me why either Villorelli or Ascari sit in a shower bath of oil when driving the 4½-litre Ferrari? Luigi Villorelli was soaked in hot oil all through the 370-mile Grand Prix d'Europe and so the heat was even greater than the astronomical temperatures in the other machines. Surely this defect should have been remedied by the time the Spanish Grand Prix came round, yet Ascari sat in the almost traditional oil-bath during most of that race.

Although this uncomfortable situation prevails in the Ferrari, it does very little to detract from its staggering performance.

S. AUSTIN

WINDSOR.

### Re-introduce "Knobbles" for Trials?

**N**OTICING the recent discussion in your columns on the subject of cutting tyres for trials, may I make a plea for the re-introduction of competition-type covers, as used on hundreds of W.D. and farm vehicles. In pre-war days it was alleged that these covers carried an excessive amount of mud on to the public roads. With tons of mud being deposited daily by the vehicles mentioned, surely the objections no longer

apply? "Comps" may once more encourage the owners of machines, which at least look like motor-cars, to compete in present-day trials dominated at present by odd-looking "specials".

D. N. ANDERSON.

GRAVESEND

### British G.P. for Ulster?

**W**HILST appreciating the wishes of the Ulster A.C. Press Secretary (issue, 2nd November) to hold a British G.P. on the excellent Dundrod circuit, may I, as an ordinary motor-racing enthusiast, express my views? In my opinion, the first duty of the organizing club is to ensure that as many as possible of the motor-racing public see Great Britain's premier event. If the event were to be held in Northern Ireland, thousands of people could not afford the time or money to travel to the circuit. The percentage of potential race-goers in Ireland cannot possibly compare with the vast potential in England. It is admitted that Silverstone is not the perfect G.P. circuit, but at least it has the advantage of being readily accessible to the greatest proportion of the U.K. public.

G. E. STRATTON.

COVENTRY

(More Correspondence on page 639)



TECHNICAL AND OTHERWISE . . .

BY JOHN BOLSTER

# DESIGNING A WORLD-BEATER

Now that the new Formula is irrevocably established, the unsupercharged 2½-litre engine is the only subject of conversation where motor racers do congregate. It has even replaced "that car" as a whipping boy, which is perhaps just as well.

It came to pass that the two Johns, Charnwood and Bolster, were in such a place, and eventually a perfectly good table-cloth was entirely covered with drawings of an imaginary "two-and-a-half". As Lord Charnwood used to design Aston Martins, these pictures were of considerable artistic merit, and it seemed a pity that they should be denied for ever to posterity when the linen went to the laundry. Accordingly, he was prevailed upon to transfer his ideas to a more normal medium, and you see the first instalment before you.

The general idea is that YOU shall design the machine! By that I mean that the preliminary drawing, which accompanies this article, is meant to inspire criticism, constructive or otherwise, in the correspondence columns. After you, dear readers, have torn the thing to pieces, a further drawing, incorporating the best of your ideas, will appear in a future issue. It will all be the greatest fun in the world, especially as we are unlikely ever to find a backer to build the device, and thus we shall be spared the horror of having to prove our words!

A car must have a name, and it has been decided,

after due deliberation, that she shall be called the A R M. That, of course, stands for Autosport Racing Motor, and, in proper literary style, one remarks that any resemblance to other projects, living or dead, is entirely accidental.

The general plot is a 12-cylinder, 2½-litre job, with bore and stroke of 64 x 64 mm. All parts are stressed for a speed of 10,000 r.p.m., which entails a piston velocity of circa 4,200 feet per min. With a compression ratio of 10 to 1, a maintained output of 220 b.h.p. should easily be obtained.

In an unsupercharged engine such figures would be entirely conditional on a high breathing efficiency, and so I think we might start at the top. Thus, six twin-choke Weber down-draught carburettors feed through ports of unexcelled directness to valves of no less than 40 mm. diameter. It is necessary that these shall have tulip heads, to avoid deep cutaways in the piston crowns, and the same applies to the exhaust valves, which are 36 mm. across. Both valves have a lift of 10 mm., and the actual timing diagram is left to the ingenuity of our correspondents. Bear in mind, however, that we shall have to find you a bit more clearance if you want a really enormous amount of overlap.

Three camshafts are employed, a single central one operating the inlet valves of both blocks. This gives more room for the carburettors than would two separate shafts, and the small bell-crank rockers have little inertia. The exhaust camshafts open the valves through inverted pistons, as is conventional these days. No shims or other form of adjustment would be provided, a large number of pistons with different thicknesses of head being supplied among the racing kit of spares. It will be observed that very adequate coolant passages are provided in the exhaust side of the heads, and this is, in fact, a keystone of the design. Sodium cooling of the valves would be quite unnecessary, and weight is saved by its omission.

The heads are detachable, for such large valves could not otherwise be removed, even if the guides were first withdrawn. The gaskets would not be at all heavily stressed, however, and it is only in very highly boosted engines that a combined block and head becomes desirable. The heads themselves are of bronze alloy, and the valves seat directly, without inserts. The plugs are of 10 mm. size.

The combined light alloy block and crankcase is schemed for maximum rigidity. It is carried well down below crank level, the sump flange forming an extra stiffening member. The method of sealing the Cromard liners is not shown in detail, and might be left open for discussion. Lubrication is on the dry sump principle, and so the base of the engine is closed by a mere tray.

Also of great rigidity, the crankshaft has seven main bearings. The diameter of the main and big end journals is 55 mm., the mains being 25 mm. wide; the



*General arrangement drawing of the upper part A R M. engine, showing the centre camshaft which operate the inlet valves, and one of the two "exhaust" camshafts.*



side-by-side big ends have a width of 20 mm. The connecting rods are 150 mm. long between centres, and their very generous section necessitates considerable cutaways in the bottom of the liners. The drive for the three camshafts presents no difficulty, but has not yet been sketched. It goes without saying that Thinwall bearings are employed throughout.

That, then, is the A.R.M. in its preliminary form. It is of absorbing interest as the work of a man who, famous as a racing-car designer some two-and-a-half decades ago, has since interested himself in an entirely different profession.

The new Formula is creeping up on us, and it is later than we think. Motor-racing is the finest form of advertising that our industry could have, and if we do

not take part in it, and creditably, we are bound to lose our foreign markets to those who do. Recent happenings under the current Formula have brought our prestige down to its lowest ebb, and overseas buyers are not attracted to our cars, which are so unjustly tainted by disgrace in the racing spheres.

This article is only a lighthearted essay on design, but if it focuses interest now on the type of car that will be required two years hence, it will not have been written in vain. However unimportant your ideas may seem to you, they may clarify the thoughts of those who are actively engaged with the drawing-board side of the sport. Anyway, let's have your criticisms, however rude they may be, for a good argument or two will make the time go more quickly till racing starts again.

## BOOK REVIEWS

### Controlling a Racing-Car Team.

Author: S. C. H. Davis.

Size: 5½ ins. x 8½ ins. 119 pp. 14 illustrations.

Price: 15s.

Publishers: G. T. Foulis & Co. Ltd., 7 Milford Lane, Strand, London, W.C.2.

EXPERIENCE is the greatest of all teachers, and there are few people who are better qualified to write a book of this nature than Sammy Davis. This is no text-book treatise. A very important subject is presented in a readable style, interspersed throughout with many amusing and instructive anecdotes. The "how not to do it" is given equal prominence with the "how to do it", and the reader is made to realize how it is often much better to profit by the errors of others than to attempt to originate systems of race control which look wonderfully attractive on paper but turn out completely unworkable in practice.

The author touches on team formation, pit management, timekeeping, practising, tactics and other subjects which are the background of modern motor-racing. He credits the marquis Argyll with introducing the first proper system of team control, during record attempts at Brooklands in 1913. Naturally Le Mans looms large in the Davis saga, but this is understandable in view of the tremendous amount of behind-the-scenes organization required in the great 24 hours race.

This book will be useful not only as a guide for motor-racing tyros, but as an interesting picture of the remarkable amount of organization that is necessary for even one car to be entered in a fairly important event.

There are one or two trivial slips; for example, Kensington Moir suddenly changes his name a few pages later to Kensington Moore. However, this is only mentioned by this particular reviewer to prove to readers that he really did spot that one. The great thing about C.R.C.T. is that it is educative without being in the least bit boring, or straying too far from the main subject matter.

E. B.

### Down in the Sumps

Author: W. H. Charnock

Size: 5 ins. x 7½ ins. 39 pp.

Price: 6s.

Published by the Author from the Grey House, High Salvington, Worthing, Sussex

DEDICATED to "all those who travel on the wrong end of the tow-rope" this is a sparkling book of verse by one whose works have brightened many a club publication in the past. Twenty-five lively poems, with such titles as "Lament for a Lousy Handbook", "Divine Aroma", and "Vintage Brotherhood", all couched in that special kind of humour exclusive to the motor sporting world, will keep "Down in the Sumps" in demand at the club, the annual dinner and the odd gathering of "types".

One can do no better than to quote from one or two poems, to show how Mr. Charnock has caught the true atmosphere. This is from "Driving Tests".

*Right lock, left lock, stop astride the line,  
This driver and his car are doing mighty fine.  
Wiggle-wobble parking test, round and round and round  
Four and twenty pylons a 'lying on the ground'.*

And this, from "Special":

*Engine by Riley; Extensively rebored.  
Suspension (front) by Fiat; Suspension (rear) by Ford  
Body by A. N. Onymous; Rather tired and lumpy.  
Accessories by Breakers' Yard, Colour by Bugatti*

Then a delightful Kiplingesque piece entitled "Rudyard Bentling".

*She's a poor old green jalopy, all her piston rings are sloppy,  
And her pitted bearings tote a wicked load,  
Her paintwork's lost its shine, but she's doubly, trebly mine,  
By the laws that rule the kinship of the Road*

And, lastly, only because there is no room for more, these excerpts from "Vintage Brotherhood":

*We are the Vintage brotherhood, our cars are very old  
Each fitting its in its proper place and we sit in the cold  
Conducting our machinery behind an aero screen,  
While little boys cry "Racer", and the moderns wax obscene.*

This book will cost you six shillings, but much less fun has been bought for far larger sums.

C. P.



November 16, 1951

*HILL-TEST: J. H. B. Fielder (2.3-litre M.G.) on Castle Hill, Hastings, during the tricky arrival test. This car was also a Concours d'Elegance class winner.*

clutches, whilst some could scarcely crawl to the finish.

Nevertheless the clued-up people weren't caught napping. Careful stop-watch calculations were made and practically everyone was convinced that their times on the steep little Honister section were close enough to the first run to give them a clean sheet.

On arrival at Hastings the entire entry was shaken to the core. According to the timekeepers, only three crews had completed the test properly. This sensational announcement caused experienced trials and

## THE M.C.

**Victory for Alan Hopkinson  
Express" 1,200 Mile Event-  
(Vanguard Special), Lewi  
Floods in Wales Cause**

rally-drivers to organize a mass protest. It was argued that some 380 odd crews could not possibly have made errors. The method of using synchronized stop-watches was criticized. In fact there were the makings of a first-class shindy.

M.C.C. officials hastily organized a meeting of the stewards and examined several protests. To the relief of competitors, it was announced that the stewards were satisfied that there must have been something wrong with the system of timing, and in consequence the regularity test was scrubbed.

On the whole, everyone took a light-hearted view of the unfortunate business. A notice was posted up in the Queen's Hotel: "For sale, 380 stop-watches—apply any competitor". One prominent trials driver was rigged up as "Official Time-keeper", his equipment consisting of a calendar and a couple of hour-glasses.

The rally itself was a magnificent event. Severe flooding in the Welsh mountains caused numerous delays and there were 78 retirements, just under a sixth of the total entry.

Mrs. Joy Cooke and her sister Mrs. Copestake (Ford Anglia

**M**R. AND MRS. ALAN HOPKINSON (TD M.G.) won the 1,200 miles M.C.C. *Daily Express* National Rally which ended at Hastings last week-end. At first it was announced that racing-motorcyclist Bob Foster (Javelin) was the victor, but after the stewards had scrubbed the regularity test in the Lake District, Foster dropped from first place to also-ran.

This regularity test caused a tremendous wave of protests from competitors. On paper, it was a comparatively simple affair. All drivers had to do was to cover two half-mile distances on hill sections

situated at Newlands House and Honister with a minimum variation of five seconds and not exceeding three minutes for each section.

It must be admitted that many crews dropped clangers on the first hill. At first sight it looked an absurdly easy piece of roadway, and tempted folk to take it too easy. However, when a bend was rounded there was a nasty shock. The road shot upwards in a steep gradient, and it was a case of foot hard down to get over the line within the time limit. Several cars stalled their engines, other stopped with slipping



November 16, 1951

"Ten") won the Ladies' Award John Brown and R. W. Kettel (H.R.G.) were runners-up to Hopkinson. Ken Rawlings (Vanguard Special) won the "specials" open class, and the closed "specials" category went to George Hartwell and Jim Sparrowe (Sunbeam-Talbot). The coveted team award was gained by Rawlings, Brown and G A Lewis/R. W. Ayres (H.R.G.).

The event started on Wednesday, 7th November from control points at Plymouth, Manchester, Leamington, Norwich, Cardiff, Glasgow, London and Harrogate. Entrants converged on Penrith for the more difficult part of the road section, taking in the Welsh mountains during the hours of darkness.

The town of Penrith was *en fête*

## C. RALLY

(TD M.G.) in Big "Daily Team Prize for Rawlings and Brown (H.R.G.s) — Many Retirements.

for the occasion. Flags were flying everywhere, and competitors had a tumultuous reception and send-off from large crowds. Routed down through Keswick, Portinscale, Ambleside and Kendal, crews had a brief glimpse of Lakeland, looking lovely with autumnal tints.

Chester was very wet. Cars ploughed through deep mud in the Little Roodee park and the Leamington contingent arrived in the middle of a near cloud-burst. By the time the late-comers from London and Harrogate arrived, the rain had settled down to a torrential downpour.

There were many tales of the grim run through the heavy traffic of Lancaster, Preston, Wigan and Warrington. Mud thrown up by other cars made the hardy occupants of open cars more than a trifle dirty. Several crews had fatigued screen wipers, and the occupants of an M.G. had rigged up a clever operation by means of string tied to the passenger's arm.

Non-competitor drivers coming in from Wales told of heavy flooding in the low-lying areas and the more enterprising folk took the opportunity to do a spot of water-proofing



THAT NIGHTMARE KERB TEST: (Above) Necks are craned to watch Major R. A. Newsum (Riley) endeavouring to reverse correctly to the kerb

Below: A G. Cooper (Triumph) overdoes it and comes into contact with the kerb. This simple-looking manoeuvre created havoc amongst competitors





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**HARROGATE:** J. Kingston-Whittaker (Healey Silverstone) synchronizes his watch with that of the starting control marshal

disappearing into what looked like nothingness

After halting at the cunningly placed route check, the cavalcade wended its way down the mountain-side to Lake Bala and then to the Knighton control via Llanwddyn, Neuadd, Llanfair Caereinion, Bettws Cedewain, Newtown, Dolfor Felindre and Beguildy

There were quite a few blanks in the timekeeper's sheets. Dick Twelvetreets arrived round a bend to discover the road flooded, and blocked with cars. He tried to edge his Citroën past, but it slipped down a hidden gully and gently rolled over. There was practically no damage, but the delay in righting the car put him out of the running

Jack Andrews, driving a 1½-litre M.G. saloon, found himself in the middle of a deep lake with a Morris on its side on his left, a couple of Jaguars immobilized on his right, and a varied selection of other machinery lying around. Guided by a policeman, Andrews managed to extricate the car without incident

At Knighton, Ken Rawlings had a shock when he pressed the starter and nothing happened. He and Lew Tracey took the solenoid to pieces, put it together again and prayed. Their prayers were answered

A brief survey showed that the following were late in clocking in at Knighton, the majority delayed by floods and/or stoppages due to water: C. Oldbury/G. H. Smith (Sunbeam-Talbot), R. J. Rice/R. Kessell (M.G.), K. J. Clark/C. T. Catley (Austin 7), C. Barnsley/F. A. Cadman (Rover), W. M. Carter/Mrs. E. J. Carter (Wolseley Ten), G. C. Turner/F. D. M. Sloan (Jaguar), A. V. Milton/T. Thompson (Riley), F. I. Merfield Flt.-Lt. P. C. Spice (Ford Anglia), F. H. Bullock/Miss H. Ratchiffe (Lea-Francis), F. S. Whitfield C. H. Armstrong (Jaguar) and J. E. Osborne D. Brown (Jaguar)

It was learned that the gallant old Cloverleaf Citroën, driven by E. E. McGowan and F. Butler had succumbed earlier with transmission bothers



**LONDON** Frank Muscfield Baker (TD M.G.) starts off from the Olympia Garage on his 1,200 miles journey

#### **The M.C.C. Rally—continued**

Sure enough, no sooner had the route left the main road, than cars ran into deep water under a bridge near Mold. Quite a number of the London contingent halted with drowned motors

Further along, A.A. scouts and police waved lamps warning of more flooding. Some of the sections were very deep indeed and XK 120 Jaguar drivers discovered that the low chassis mounting of their SU petrol pumps invited immediate stoppage

At a route check with an unpronounceable name spelt Llanfinhan-

gel-Glyn-Myfyr, the group of lonely officials included Russell Lowry who gave warning of even more floods. Near Dinas Mawddwy there was a veritable lake on the main road, with water cascading down from the hills, which provoked a further epidemic of drowned motors

Bwlch-y-Groes appeared to be a lot easier than it was last year. Nevertheless there were the usual crop of failures, mostly owing to clutch trouble—probably aggravated by the earlier regularity test. Thick cloud made visibility poor near the summit, and it was a ghostly sight to see the long convoy of red lights



From Knighton there was the tough little section via Presteigne, Clyro, Hay-on-Wye and Ewyas Harold, taking in the notorious farmyard. Once more flooding was experienced, and the list of late-arrivals and non-arrivals at Ross-on-Wye control grew longer and longer. Patches of fog added to the water hazards, often bringing speeds down to under 10 m.p.h.

Even in the early hours of a chilly morning, crowds of enthusiastic Welsh villagers assembled to encourage and direct competitors. One or two crews approached the Michaelchurch Exley route check from the wrong direction, and were sent back to find the right road by the officials. Several crews went astray at the obscure Oroop fork outside Pontrilas, and were last seen haring along towards Monmouth. Precisely 41 entrants failed to check in at Ross-on-Wye on time. Main trouble this time was a very large water-splash, some 10 miles from the control which caused numerous stoppages. An A.A. scout, equipped with fisherman's waders did a good job of work in rescuing people from a severe soaking when cars stopped in the deepest part of the water.

Hereabouts John Gott/Stamley Tett (H.R.G.) turned up, after having been announced as retired with engine troubles. The Leamington contingent were convinced that Roy Clarkson had been issued with a Japanese route-card. On several occasions the Ferrari was met, travelling rapidly in the opposite direction to that indicated on the route-card.

Last stages for the now weary competitors were Winchester and then the final check at Hastings. Here and there one saw crews working by the roadside on cars, quite a few engaged in stripping ignition and starting systems affected by water. One Austin driver had the astonishing experience of having all his lights go on, and both trafficators waggle furiously when he pressed his horn button.

#### Variation on a Hill-Climb Theme

The special tests at Hastings attracted large crowds of interested

spectators. Affair number one was a hill-climb (see diagram on page 631) on Castle Hill, which proved to be remarkably tricky. First three arrivals, G. D. S. Perry/D. J. Ashford (Morris Minor), J. H. Nunn F. R. E. Hayler (Fiat) and G. K. Le Grys/A. E. Westbrook (Morris Minor) all lost the maximum 10 marks. First to do it properly were B. B. Davies and J. C. Dixon (Morris

Minor). This test caused the remarkably high number of 178 total failures, the majority of which were due to underestimating the distance to go past the pylon in order to achieve a reverse without getting involved with the cunningly-placed pylon. In certain cases, the gradient proved too much for cars which weren't too plentifully supplied with b.h.p.

(continued on page 630)



CHESTER: D. Cooper's Sunbeam-Talbot checks out in the middle of a torrential rain storm



SOUTHEND: Major W. Drake gives the "off" to T. A. Parkes and P. Homes (Morgan). At the table are R. A. Goulding and W. J. Everitt





*(Top left) Ernest Sneath and his immaculate open touring 3½ litre Bentley a Concours class winner. (Left) A. R. Nattris's superbly kept 2,511 c.c. Alvis another Concours class victor.*

## The M.C.C.

*(Below left) Reg Holt (Allard) and Norman Quick (Ford Consul) refueling at the Neave's control. (Below) K. Le Gros and A. E. Westbrook and their highly-polished Morris Minor, winner of Class Go in the Concours*







(above) Mrs. Lorna Snow and Miss R. Pittelle and their Concours Class Jo-  
 nning XK 120 Jaguar. (Top right)  
 W. J. Bolton signals D. L. R. Bridger  
 (C M G) as being O.K. in the rolling  
 brake test



## RALLY

(low right) Stanley Tett driving John  
 Tett's H R G. In the Castle Hill test  
 the steepness of the gradient, coupled  
 with a damp surface, made it difficult for  
 many of the lower-powered cars to get  
 under way.





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**MANCHESTER:** H. Crossley/W. Bradshaw, Misses M. and A. Newton, and J. R. Hall/G. Haigh, in their XK 120 Jaguars at the starting control outside H. and J. Quick, Ltd

Hartwell/Jim Sparrowe (Sunbeam-Talbot), last year's winners Geoff Holt/Sten Asbury (M.G.), Denis Scott/B. J. Warr (M.G.), Reg Holt/Guy Warburton (Allard), A. W. Lilley/Mrs. M. Lilley (Ford Special), Len Shaw/Graham Grindall (M.G.), Bill Sleeman/Frances Merrick (Mercury), Frank Grounds/J. B. Hay (Jaguar), Peter Harper/Ben Brown (Hillman Minx), Godfrey Imhof/Mrs. Frayling (Allard), T. W. Dargue/D. A. Hunt (Riley) and P. R. Bolton/A. Slater (Jaguar) were amongst the axed, thus giving heart to novice drivers, many of whom were successful.

It was here that the Bob Foster L. G. Holdsworth (Javelin) crew met its Waterloo. Roy Clarkson took the Ferrari through cautiously and just succeeded in beating 30 secs. for the manoeuvre. Cyril Corbishley was immaculate with the Lanchester "14" saloon; Ian Burgess did well with his Citroen. Ken Shippie (M.G.) was very fast, as was A. G. Norgard (Humber Hawk). Another brilliant performer was J. R. Hall (Jaguar), whilst "Newcomers' Award" winner, D. G. Griffin (M.G.) did an almost perfect run.

In all, out of 358 drivers who took the test, only 82 did not lose the maximum 10 marks.

### The M.C.C. Rally—continued

Easily the star turn was Ken Rawlings (Vanguard Special) who returned the incredible time of 16 secs. in a perfect display of special test driving. Next best were Jack Reece/Peter Reece (Cooper-M.G.) and John Brown/R. W. Kettel (H.R.G.) with 18 secs. Peter Morgan/C. J. McCann (Morgan) and Jim Goodall/A. T. Hall (Morgan) were outstanding with 18.4 and 18.6 secs. respectively.

That old M.C.C. favourite, the "dead engine" rolling brake test also caught out several people, particularly as the road surface was wet for most of the day. Starter Major R. I. Mariani and "yard-stick" man F. W. J. Bolton saw many cars slide over the limit line with all four wheels locked, and others finish up in a complete broadside.

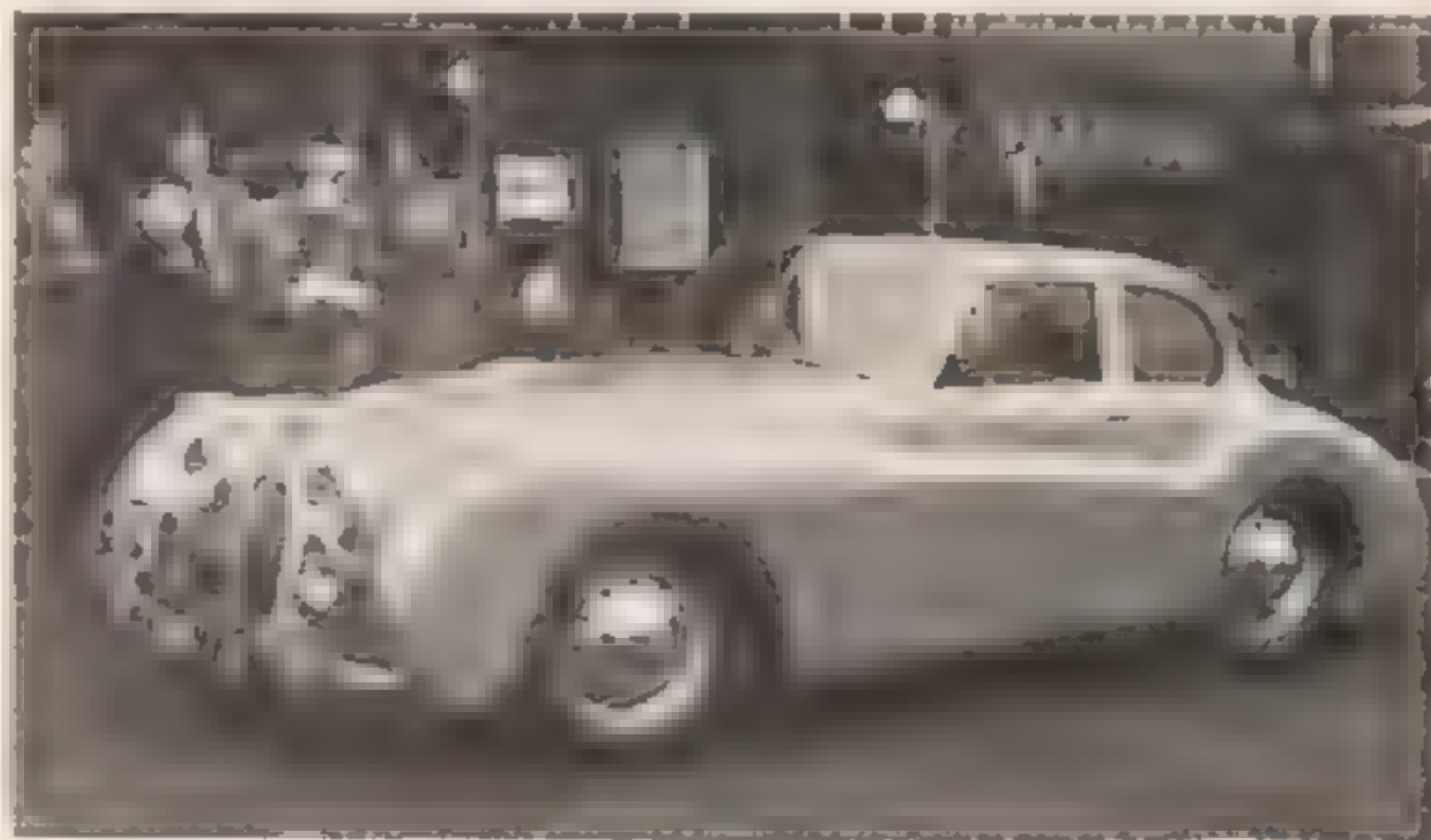
### Forward-and-Reverse

Test No. 3 on the sea-front was the forward-and-reverse business introduced last year at Torquay. Once again the Ken Rawlings and Lew Tracey "Buttercup" combination finished on top. Rawlings rocketed back and forward to the tune of 13.8 secs. Other outstanding crews were Frank Grounds/J. B. Hay (Jaguar), 14.6 secs., Jack Reece/Peter Reece (Cooper) and D. S. Griffin/A. G. Robbins (M.G.), 15.0 secs., P. H. Read/P. T. Read (M.G.), E. S. Ridley/D. A. R. Hall (M.G.) and Godfrey Imhof/Mrs. B. Frayling (J2 Allard-Cadillac), 15.6 secs., A. G. Gray/P. J. Marsh (Allard), 15.4 secs., J. N. Carlton-Stuff/Mrs. P. A. Carlton-Stuff (M.G.), and Jim Goodall/A. T. Hall (Morgan), 15.8 secs. Joy Cooke was excellent in the little Ten-engined Anglia with 16.6 secs.

The gymnastics were concluded with the notorious kerb-parking test, slayer of many hopes of awards. It is extraordinary how this apparently easy-looking test is boxed up even by the most experienced rally-dicers. Countless folk finished up either with one or both wheels more than 12 inches from the kerb, or not straddling the line. To demonstrate the high mortality it is only necessary to quote that out of the first 100 crews to attempt the test, only 18 did it properly.

A very polished performance was that of Alan Hopkinson (M.G.) who swept back at speed, finishing up with both wheels some four inches from the kerb, and properly straddling the line.

The formidable list of failures included many names of note in the competition world. Dr. J. T. Spare, F. E. Lea (Vanguard), Dennis Dent, I. T. Mackenzie (Allard), George



**NEWCOMER:** E. Foulds and K. Jones in their Jowett Jupiter saloon, at the Manchester starting control





**HILL-TEST:** Competitors had to accelerate from Line A to the right of Pylon B and chose their own points C and D, before the flying finish to Line E.

**PRIZE-GIVING.** (Left) Alan Hopkinson receiving the premier award from the Lady Mayoress of Hastings. On the left are Mrs. Marguerite Hopkinson (co-driver) and Jackie Masters (Secretary of the M.C.C.). (Below) The Lady Mayoress with the team prize-winners (L. to R.) G. A. Lewis, John Brown and Ken Rawlings.

There can be few tests such as this one as a sorter-out of awards winners. It is undeniably tricky and highly irritating. Many were the methods tried by competitors. Some had cherry-on-a-stick width indicators fitted to the tails of their cars; others used rear-seat passengers as look-out men, whilst a few cautiously opened their nearside door as they approached the kerb.

Several drivers stopped, discovered that they were still more than 12 inches from the kerb, and hastily continued their reverse.

In the evening, the crews and officials were welcomed at White Rock Pavilion by the Mayor of Hastings, Councillor A. J. Chambers, J.P. An excellent cabaret show was put on, and downstairs the police held a Safety First exhibition. The presence of many men in blue did not, however, prevent an impromptu Guy Fawkes display by certain folk—for ever nameless.

Saturday was given over to the Concours d'Elegance, and the sea-front was lined with rows of gleaming motor-cars. The task of the judges was no easy one and in practically every class there was keen competition.

In the evening, the Rally Ball and Presentation of Prizes took place at the White Rock Pavilion. Awards were presented by the Lady Mayoress. The decision to give Bob Foster an ex-gratia award of £50 was greeted with loud cheers.



## THE RESULTS

### WINNERS OF THE RALLY

1, R. A. Hopkinson, Mrs. M. Hopkinson (1,250 M.G. TD), 5,316; 2, J. V. S. Brown, R. W. Kettel (1,496 H.R.G.), 5,564; 3, K. Rawlings, L. J. Tracey (2,088 Vanguard Special), 5,586.

### LADIES' AWARDS

1, Mrs. J. Cooke, Mrs. P. Copestake (1,172 Ford), 14,48; 2, Mrs. N. Mitchell, Miss J. Bode (1,496 H.R.G.), 14,998; 3, Miss S. van Damm, Miss C. M. P. Hornby (2,267 Sunbeam-Talbot), 15,353.

### NEWCOMERS' AWARDS

1, D. G. Griffin, A. G. Robbins (1,250 M.G.), 5,677.

### TEAM AWARD

1, K. Rawlings, L. J. Tracey (2,088 Vanguard Special), J. V. S. Brown, R. W. Kettel (1,496 H.R.G.), G. A. Lewis, R. W. Ayres (1,496 H.R.G.). Total marks lost 18,538.

### CLASS AWARDS

Class "Aa"—Cars up to 1,100 c.c.—Open: 1, A. Anderson-Wright, R. Batendate (1,074 Singer), 6,438; 2, H. B. Fincher, K. Towle (1,074 H.R.G.), 14,763.

Class "Ac"—Cars up to 1,100 c.c.—Closed: 1, G. N. H. Grys, A. E. Westbrook (919 Morris), 4,493; 2, D. H. Laver, D. Rich (933 Ford), 14,763.

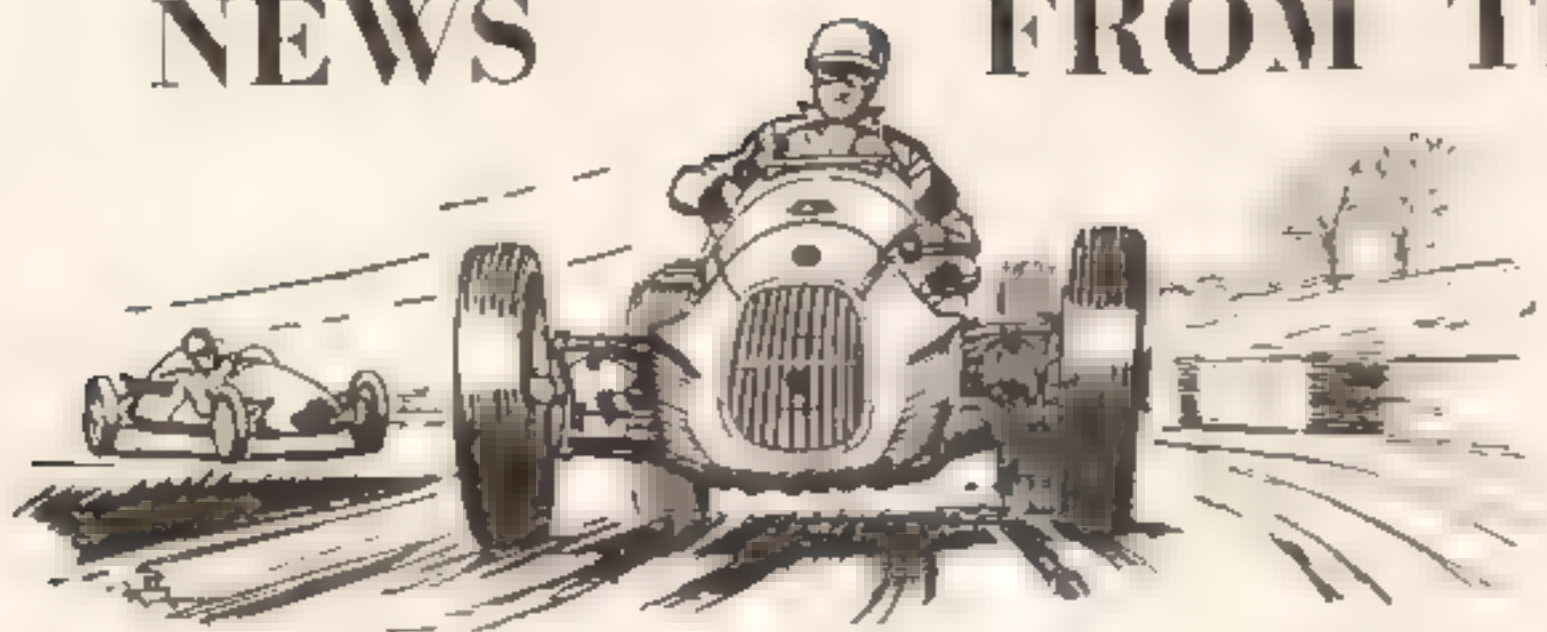
Class "Bb"—Cars up to 1,500 c.c.—Open: 1, R. A. Hopkinson, Miss M. Hopkinson (1,250 M.G. TD), 5,316; 2, J. V. S. Brown, R. W. Kettel (1,496 H.R.G.), 5,564.

(Continued on page 638)



## NEWS

## FROM THE CLUBS



## HARROW CLASSIC TOMORROW

THE ninth Cottingham Memorial Trophy Trial of the Harrow C.C. takes place tomorrow, 17th November, beginning from that popular venue, the Lambert Arms, Aston Rowant, on the main High Wycombe-Oxford road, at 11 a.m. Seven clubs will join the organizing body in this event, which counts towards the B.T.D.A. 1951 Championship Star.

## THE POSTPONED GUY FAWKES TRIAL

ANOTHER popular trial which will be run off this week-end (on Sunday, November 18th), is the Falcon M.C.'s Guy Fawkes closed invitation event, originally booked for 28th October. Starting point is the Car Park, Stevenage, from 11.30 a.m.

## BEWARE OF THE GHOST

THE M.G. Car Club has for years possessed a reputation for original parties, and there are many who will remember the "Downstage" affairs run by the late Mit Harris. Mit would certainly have approved of the Halloween Party recently enjoyed by the Plymouth Sub-Centre at their habitual rendezvous, the Seymour Hotel, Totnes. The ballroom was mainly illuminated by candles stuck into the traditional hollowed out turnips, formed into repulsive faces. Nothing very original so far, but you've only just started. After much research, Frank Faint had evolved an enormous spider's web (complete with fly) which occupied one corner of the room, while in another was a gibbet and further round a perpetually bubbling witch's cauldron. The walls were decorated with witches' brooms, and silhouettes of blasted oaks in human form with glowing eyes. Sinister birds brooded in alcoves and on branches. Even a graveyard had been arranged for the Committee, with suitable epitaphs, as, for instance, "Shep. lies beneath this leafy bough, they've dicey 'do's' in heaven now." So much for the stage setting.

During the evening, the dance floor was invaded by a team consisting of Frank Faint, Connal Cather and Wally Hughes, dressed in black tights, on the front of which skeletons were depicted in a luminous paint which only came up

under the rays of an infra-red lamp, so mysterious disappearances became easy. The ghoulish dance team made their appearance out of the graves already described, and having done their stuff, turned and bowed to reveal a hitherto invisible M.G. badge glowing on each behind.

No such setting would be complete without a haunted room, and it was organized that this delectable chamber was visited during the progress of the conga. The approach was through a dark passage hung with masses of wet

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

cotton. Still further along people found themselves bumping into silk-clad legs dangling from the ceiling. Nor was the traditional upward blast of air forgotten. As the conga procession penetrated the fastnesses of the haunted room, they met inequalities in the road surface where all the available cushions had been stuffed under the carpet, interspersed with balloons, which, of course, exploded when trodden on. Add a few groans and whistles, together with oddments dropping with thuds to the floor, or erupting from nowhere, and you have the makings of a decidedly hilarious evening for 200 people.

And the Christmas party is still to come.

## South Cheshire "Mud Plug"

## Bill Underwood Scores in C. and S.C.C. Clifford Trial

THE Clifford Trial attracted a smaller entry than last year, though the quality remained high. Bill Underwood strengthened a growing reputation by emerging a winner. Cyril Corbishley was a close runner-up, two marks behind.

The weather was foul as 11 o'clock came up and Dorothy Corbishley led off the posse from the "Rose and Crown" at Arclid to Taxmere Bank, a steep bracken run opening with a left-hand bend. The problem, however, proved insoluble in the conditions prevailing.

At Hunt's Rise, an S-shaped section of mud, the eventual leaders shone, being the only two to manage. At Valerie's Choice, Corbishley shone again, and another good performance was given by Ken Bailey (Bailey Special) (technically advised by Ken Bancroft as passenger?). More Corbishley flags flew when Dorothy returned a "clean".

Bate's Bogey proved a watery nightmare. Groundsheets, waterproofs and even sacks were pressed into service, but only three "sheets" emerged clean. Bill Underwood showed his Underwood to be the right type, while Ken Bailey and Alan Butler made the crossing. Dick Bramley, after maintenance in the lane leading to the section, stopped in mid-stream, the Silver Eagle engine dying on him.

Lunch was taken—in some late-travelling cases taken as read—and the whole thing started again for a second

lap. Sections were altered for the afternoon and things looked brighter.

Taxmere Bank became climbable with a straight run being allowed, Bailey, Underwood, Butler and John Lilley all making the grade.

Hunt's Rise became a timed run through all-pervading mud. Corbishley's 24.5 was spectacular though several Special Test specialists became bogged down, to their dismay. Percy Clegg (no relation), driving the ex-Blakar, now called Ford, displayed great enthusiasm, while Bob Oakes, deserting his "TC" for a Ford-based E.R.H., also scrambled through successfully.

Valerie's Choice was altered, enabling several clean climbs to be recorded, but the result was already in the bag for Bill Underwood in his M.G.-radiated Ford Special, with a two-point advantage.

The results were being worked out even as competitors were returning, and showed as follows:—

## RESULTS

Clifford Cup: W. Underwood (Underwood Special).

Major Jackson Cup: S. Horsfield

1st Class Award: C. Corbishley (C.C.S.).

2nd Class Awards: Nil.

3rd Class Awards: K. Bailey (Bailey Special).

Team Award: A. J. Lilley (Clegg), Miss D. Corbishley (C.C.S.), A. A. Butler (Clegg).



# CITROËN NIGHT TRIAL

## L. W. Bailey Best in Successful One-Make Club Event

THE closed Night Reliability Trial held on 27th/28th October by the Citroën Car Club proved to be a great success and was much enjoyed, not only by those who entered for the event, but by all the marshals on the route and those members who were unable to enter but came along to give their support.

A total of 21 entries was received and all managed to complete the 240 miles route, along which 28 marshals were stationed to operate the various check points.

The start was made from the Ace Service Station on the North Circular Road at Stonebridge Park, the first car leaving at 22.03 hours followed by the remainder at three-minute intervals. Route cards were issued three minutes before each competitor set off, and stacks of maps were conspicuous in every car. As each driver received his card, his navigator made a frantic search to make sure that he had not forgotten the essential section.

As Dr. West in car No. 1 moved off, No. 2 immediately jumped into position to lose no time in getting his route card, followed most eagerly by all the other entries. How No. 21 managed to control his patience was a miracle but he proved that it was worth while, as will be seen by the result. Upon leaving the start, each competitor was required to clock in at various check points shown on the route card at given times (having maintained a fixed average speed). Between these open check points there were secret checks to ensure that drivers kept to the route and didn't try a "fast one" to obtain a quiet smoke outside a known check.

The first secret check was at the Guildhall, Kingston, much to everyone's surprise, only one competitor, No. 12, passing through on time, while No. 5 failed to arrive having taken the wrong road. At the first open check, at Guildford, 16 competitors arrived at their correct times, including No. 5, who had managed to regain the correct route.

Then followed open points at A 4 Box 91, Havant, and Hamble, between which were secret checks at A 4 Box 84, Bognor and Farnham. These all produced lost marks, two cars missed Bognor altogether and three more failed at Havant. By this time No. 19, driven by D. A. Toler, had the best figures, having only lost six marks on entering Hamble, a very good performance over a difficult course. J. Wiggins and K. Rimell both reported trouble, in the respective shapes of a puncture and a faulty light, which put them out of the running.

At Hamble, the proprietor of The Coronation Arms, a member of the C.C.C., awaited with a warm welcome and plenty of hot coffee and sandwiches as each car came in between 2 and 3 a.m.

One hour after arrival at Hamble, each competitor was restarted, following the same order as in the first section

to do battle with a further 100-odd miles, through open and secret checks at Winchester, Andover, Basingstoke and thence to the finish at Frensham. This second section proved to be easier than the first—or was it that both drivers and navigators now had their hand in?

All cars managed to find the check points except for Nos. 6 and 13, who failed to stop at the open check at Winchester. Car No. 21, driven by L. W. Bailey, put up a remarkable performance in this half, passing through five checks for the loss of only one mark. The event finished with breakfast at the Frensham Ponds Hotel, then followed the inquest and preliminary stocktaking of marks, it turning out eventually that L. W. Bailey, who started last, had put up the best performance. As competitors made their weary way home all felt satisfaction at the night's event, and unanimously agreed that there must be a similar "do" as soon as possible.

(Results published in last week's issue.)

## FIRST MORGAN 4/4 CLUB NIGHT RALLY

ON Saturday and Sunday, 1st/2nd December, the Morgan 4/4 Club will stage their first Night Rally over a course approximately 300 miles in length. Starting points will be Manchester, Gloucester and Hertford, and starting times will not be before 9 p.m. on Saturday.

The event is open to members and associate members, and entries, restricted to a total of 50, should be in the hands of the Secretary of the Meeting by 23rd November. He is D. Whetton, of Rykneld Way, Littleover, Derby.

The Rally is intended as a miniature version of one of the major British rallies. It will be followed by a *Concours d'Elegance* at Leicester, open to all who have completed the road section. Entries for this, at 2s. 6d. per car, close on 30th November.

## THE LAGONDA CLUB

AT a meeting of Lagonda C.C. and 2-litre Register members at Thame, on 21st October, it was recommended by the interim Committee that the newly combined clubs be known collectively as the Lagonda Club. Subscription fees will be 10s. entry fee and 15s. annual sub.; combined husband and wife £1 1s. overseas 10s. 6d., juniors (under 17) 10s. 6d. with no entry fee. Appointed sub-committees will decide the Rules and Aims of the Club, and Register of Lagonda cars. Initial membership is about 450.

The Hon. Secretary is A. K. Audsley, Greenways, Hedgerley Lane, Gerrards Cross, Bucks.

## FRAZER-NASH

### "The Most Consistently Successful Sports-Car of 1951"

Frazer-Nash Cars have been awarded the Year's Laurels by *Motor Sport* in its November issue. Analysis which gives results of the leading international events for sports-cars the Mille Miglia, Circuit of Sicily, Silverstone British Empire Trophy, Le Mans, Targa Florio and the Tourist Trophy—on the basis of 6 points for a win down to 1 point for 6th place.

The result gives first position to the 2-litre Frazer-Nash with 35 points, 2nd Jaguar (34-litre) with 32 points and 3rd Ferrari (4.5-litre) with 26 and 2-litre models with 13 points.

This analysis places England in the lead with 84 points, Italy with 55 and France 48 points, from which it will be seen Frazer-Nash played the major part in this feat.

Generally *Motor Sport* took the 1951 B.R.D.C. Production Car Races as a test. Frazer-Nashes were actually 1st, 2nd, 3rd, 4th and 5th in Division 1, but to mark the event as two separate races would undoubtedly have given it undue importance in the analysis, compared with the other more arduous events.

The analysis continues—

"If the Le Mans handicap results are taken (instead of the Grand Prix d'Endurance) Aston Martin fall from 6 to 3 marks, and Jaguar from second place with 32 marks to third place behind Ferrari, with 30 marks. However it seems more logical to take general placings, irrespective of handicap, in looking for the year's leading out-and-out sports-car, a reasoning strengthened by the fact that in the I.O.M. and at Donington the faster cars beat their handicaps.

"The cars not in series production like the Type C Jaguar, the Silverstard and the prototype 1951 Aston Martin are in these cases less to be remembered and the more to be noted that had the Type C Jaguar been excluded from the T.T., the Frazer-Nash, which heads the list, in any case would merely have consolidated its stronghold.

"Out of all this emerges the fact that the 2-litre Frazer-Nash, which has shown so much promise and with such esteem since the war, this year comes out as the top dog, a very creditable performance, especially as these cars have been so overworked.

"Summing up, the Frazer-Nash has been the most consistently successful sports-car, in spite of having a swept volume of only 1,971 c.c."—*Motor Sport*

All Frazer-Nash cars are privately owned and produced and usually come equipped with a 2-litre engine of greater capacity, while the successful Frazer-Nash entry has often only been represented by one car—a tribute to its inherent reliability and outstanding performance.

In both the Mille Miglia and the Circuit of Sicily and in other events the only Frazer-Nash was also the first English car and also in the International Alpine Trial the only Frazer-Nash was consistently successful. These successes have all been achieved by the 2-litre Le Mans Replica which is established as a production model, not being a small private concern's one-off model. Resources compared with the majority of its English and Continental competitors. The actual leadership in the 1951 *Motor Sport* analysis, the other Frazer-Nash successes in international events and their numerous appearances in Club meetings against privately-owned and driven cars of other makes, provide convincing proof of our claim that the Frazer-Nash is the finest all-round production sports-car.

**FRAZER-NASH CARS**  
ISLEWORTH • MIDDLESEX



# VINTAGE CAR TRIAL

## Coates's 2-litre Lagonda Wins the "Nidderdale"

VINTAGE Sports Car Club events have an atmosphere and informality all of their own, and the Third Annual Nidderdale Trial held by the Northern Section on Saturday, 3rd November, was no exception despite a rather cold-showery day which might have damped the spirits of the less enthusiastic. Competition was keen and a formidable Southern and Midland "invasion" occasioned by the recently introduced Inter-Section Team Award brought 19 out of an entry of 21 before the starter at Pateley Bridge. Oldest car running was the 1914 Darracq of G. D. Firken who had travelled from London to compete. Smallest cars were the 1928 Austin Chummy and the 1923 Jowett 2-seater of Day and Grice respectively, and at the other end Binns and Archer had 30/98 Vauxhalls and Rayfield a 4½-litre Bentley.

If the atmosphere was informal the organization was not lacking in quiet efficiency, and Clerk of the Course Jack Humphreys and Chief Marshal Donald Ackernley and a keen band of helpers got on with the job expeditiously and thoroughly, no loudspeakers, no red tape, just enthusiasm, hard work, and good tempers.

Middle Tongue, a mile from the start and a one-time London-Edinburgh terror, was a mild curtain raiser and led almost all without trouble to Test 1, a fast-slow affair where Mike Wilson skilfully handled the matter with the aid of a most efficient-looking electric timing apparatus. Fastest in the fast bit was J. A. Rayfield with the Bentley, slowest in the slow section and best overall was Norman Routledge's Morris Cowley, and fastest was Bothamley's Riley. A Jeddere Fisher had the distinction of being faster in his slow section than he was in his fast!

Many competitors ran into trouble at Hole Bottom where grip was the key to success, and among the better performances were Leslie Winder in his Humber 9, Runtion in the 30/98 Vauxhall and Harry Spence with a very quick Lea-Francis.

Before lunch the steepest hill of the trial was tackled at Peacock's Walk, and despite the removal this year of the two hairpins at the bottom, it proved to be the biggest obstacle of the day, only seven competitors making clean climbs, these including Norman Routledge in the Morris Cowley tourer, John Grice's

positively phenomenal Jowett 2-seater, and, of course, the somewhat special Lancia Lambdas of Murray Austin and Vessey. Firken's descent after failing in Section 2 was undoubtedly the fastest of the day, and one almost waited for the splash as he approached the nearby reservoir at quite a rate of knots.

In the afternoon three sections at Skyrholme and Grimwith Autobahn proved to be of the grassy lane variety and a heavy shower rather hindered than helped the organizers. Nevertheless 14 presented themselves at the finish at Hebden Gill where the second special test took place, a forward, backward, stop astride affair in which some excellent times were recorded by the rapid Lancias. Coates's blown 2-litre Lagonda and Spence's Lea-Francis, all of whom had clean sheets and were obviously trying hard. Darkness nearly overtook the trial here, but all were eventually given their test, and so to the friendly warmth of the Crescent Hotel at Ilkley where the results were quickly produced. Henry Coates was declared the winner, with first-class awards for Spence, Vessey and Murray-Austin. John Grice took the most meritorious award, and well he deserved it, and the Light Car Section prize went to Leslie Winder. The North won the team award with the performances of Vessey, Spence and Routledge, and so concluded yet another successful Northern Vintage Trial in Yorkshire.

(Results published in last week's issue.)

## HEREFORD MAP-READING TRIAL

THE Herefordshire Motor Club held a map-reading trial on Sunday, 28th October. The object of the competition was for each competitor to locate various map references and from these to collect a token. These tokens were worth varying amounts of points according to the difficulty in finding them. The whole course covered about 40 miles over surfaces varying from main roads to common land.

### RESULTS

Driver	Navigator	Car
1. I. Barker	J. Morris	Ford Pilot
2. D. Moon	Mrs. Moon	Austin 10
3. E. L-Jones	T. L-Jones	Riley
4. P. Roberts	R. Proctor	M.G. 1½-litre
5. Mrs. Butcher	B. Butcher	Austin 7
6. M. Morris	—	Fiat
7. T. Fletcher	Miss Groves	M.G. 1½-litre
8. J. Thomas	C. Pye	Minor
9. J. Hobby	Miss Bott	Morris Oxford
10. M. Hands	R. Finney	Morgan 4 4
11. B. Banes	—	Minor

Retired: P. Wray, F. May, R. Jones

## CHRISTMAS IS COMING

THE N.L.E.C.C.'s Christmas Trial takes place a mere month from now, on 16th December. A closed event, it will start at Whelpley Hill from 10 a.m. and will cover about 20 miles, finishing with a Christmas dinner at the Royal Hotel, Tring.

# H<sub>2</sub>O PREDOMINATES IN PLYMOUTH TRIAL

## Tough Going in the 200/Mancunian Combined Event

TWENTY-two competitors in the combined 200/Mancunian Trial of the Plymouth M.C. left Marley Head in appalling weather for "Ermington Woods" where the removal of trees provided several steep timber drags which looked almost impassable, even before the heavy rain churned them into a morass of mud. "Flete" was climbed by 10 competitors, but "Gallows" defeated all and the "Caterpillar" winch was called into action. C. E. Crump (North-West London) was highest up with L. Parker Bristol Motor Club) second. Deep End, a level mud section, presented no difficulty, but covered cars and drivers alike with its mud. A well-earned respite was provided by a canteen van, dispensing hot food and beverages before the trial moved on to "Bondman" which once more proved unclimbable. Here G. Scall (P.M.C.) was the highest up, and R. Orchard (P.M.C.) came next. The special test was really exciting, a braking test on a steep greasy surface proving that downhill motoring is not easy under such conditions. E. A. Jauncey (Taunton Motor Club) and R. Wilson (Barnstable) tied with 11 seconds dead. "Alston Wash", used often for saloon car trials, was very tricky, C. E. Crump, E. W. Pike (West Hants and Dorset) and R. Faulkner the only drivers to make clean

ascents. "Snail's Castle" surprisingly was not as formidable as usual, the continual downpour having washed most of the mud off the bedrock. Very wet, bespattered competitors and drenched marshals and observers were glad to adjourn to the finish at Slapton, and the warm and comfort of a meal at the local hostelry.

### RESULTS

200 Challenge Trophy and Replica: C. E. Crump (Marden), 59 marks

Runner-up, Barton Trophy and Replica: R. W. Faulkner (Paul Spl), 57 marks.

Best P.M.C. Member, Andrew Trophy: G. Scall (Scall Spl), 55½ marks.

Best in Class 1 "200" Replica: B. Fitzwater (Riley Spl), 48½ marks.

Best in Class 2 "200" Replica: L. Parker (Parker Spl), 56 marks.

Best in Class 3 "200" Replica: E. Ellis (Frazer-Nash BMW), 49 marks.

1st Class Award: R. Orchard (Dellow), 54½ marks.

2nd Class Award: E. A. Jauncey (O.V.G.), 46½ marks.

3rd Class Award: R. W. Hartnell (Ford), 43 marks.

Best Performance of the Day: G. Scall.

Runner-up: R. Orchard.



# NOTWEN OILS



## — a Sweeping Success!

Yet another convincing proof of the supreme quality of Notwen Oils. Their "toughness" and ability to "stand up" to the most arduous conditions were again demonstrated in the

"DAILY EXPRESS" NATIONAL MOTOR RALLY — NOVEMBER 7th - 10th, 1951

### FIRST

No. 71. — Mr. & Mrs.  
R. A. Hopkinson (M.G.)

### SECOND

No. 126.—J. V. S.  
Brown & R. W.  
Kettel (H.R.G.)

### THIRD

No. 201.—K. Rawlings & L.  
J. Tracey (Vanguard Special)

### TEAM PRIZE

from a total of 37 teams—K. Rawlings, J. V. S. Brown, G. A. Lewis

ALL THE ABOVE DRIVERS WERE USING STANDARD GRADES OF NOTWEN MOTOR OILS

From 450 entries, 428 drivers started in this 47-hour, 1,200-mile non-stop rally, driving across many parts of England, through rocky passes in the Lake District, tortuous roads and mountain climbs in Wales: to finish at Hastings with special tests on the sea front. The conditions throughout were torrential rain, fog and mud, truly a strenuous test of car and driver.

In addition, other drivers, who always use NOTWEN, won

the Starting Control Awards from Plymouth, Manchester and Leamington. Five Class Awards and second place in Ladies' Award

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## N.W. RILEY'S KESWICK RALLY

SOME 30 Riley cars of all types, saloons, roadsters, Sprites, Imps, Falcons, Lynxes, etc., took part in the Riley M.C. (North West Centre) Keswick Rally on 3rd and 4th November. There were three starting points, two in the N.W., and one in the N.E., all cars converging on Whalley, Lancs. The weather was unkind through most of the road section and screen-wipers worked overtime. At Hall Hill, the first time control, a brake-and-reverse test took place in which A. Farrar, J. Compsty, H. Lpton and J. V. H. Holt all put up good performances. At Whins Brow, in the heart of "Trough of Bowland", was staged the acceleration and stop-and-restart test, and here N. S. Robbins in a 2½-litre saloon narrowly beat J. Reece for best time in 16.6 secs.

The route continued northwards via a control point at Devil's Bridge, Tebay, Orton Scar, and over the 1,000-foot Shap summit to a control on Shap Fell. Turning westward, competitors passed through pretty Westmorland villages, past Lake Ullswater, into Cumberland where, on bleak, common land near Troutbeck, an average speed test was held, drivers being required to cover a measured section between 21 and 27 m.p.h. A seemingly simple test this but, surprisingly, 14 cars were below average and only one exceeded the set figures.

Nine miles further was Keswick, the rallying point, where the final eliminating test established Arnold Farrar, the Club's General Secretary, as outright winner with his cream 1½-litre saloon. He clocked the best time in 38.8 secs., nobody else getting below 40 secs., although H. S. Mark did a dreadful 40.6 secs., his torsion bar suspension working nobly. A good effort was the 43.8 secs. by K. A. Bonnaud in a 1934 "Twelve-Six" saloon.

The rain which marred the road section again did its best to spoil the Concours d'Elegance, due to be held in the car park in Bell Close, but the organizers switched this to the large closed garage at the Royal Oak.

Awards were presented by Mr. Jack Tallow of the Riley Company. Arnold Farrar, as another member of the "works", declined his award, which thus passed to J. V. H. Holt in a 1937 "Sprite", a popular and deserving success.

### RESULTS

**Peter Gorma Trophy:** J. V. H. Holt (1937 "Sprite"), 474 marks.

**Burkhardt Trophy:** N. S. Robbins (2½-litre), 478 marks.

**Class "A" R.M.C. N.W. Centre Trophy:** P. B. Reece ("Imp"), 541 marks.

**Class "C" J. G. Harris Trophy:** K. A. Bonnaud ("Twelve-Six"), 578 marks.

**Class "D" President's Trophy:** H. Upton (2½-litre), 485 marks.

**Novice Award:** P. H. Smith (2½-litre), 520 marks.

**1st Class Awards:** H. S. Mark (1½-

litre), 504 marks; E. G. Parry (1½-litre), 527 marks; J. Barnes (2½-litre), 540 marks.

**Concours d'Elegance, Class 1:** G. Enderby ("Falcon"), 90 marks. **Class 2:** Tie between J. Barnes (2½-litre) and P. H. Smith (2½-litre), 86 marks. **Class 3:** E. G. Parry (1½-litre), 75 marks.

\* \* \*

### MID-CHESHIRE SOCIAL OCCASION

THE Mid-Cheshire Car Club's Dance and their first Prize Giving provided the occasion for an exceptionally cheery evening, attended by a comfortable 150 people on Friday, 2nd November, at Oulton Park, the site of the projected Cheshire racing track. Certain experienced rally types reported difficulty in finding the spot under the wet, stormy conditions prevailing, but more fortunate citizens were conducted from club headquarters at the White Barn by the amazing Pink Austin Seven, which seems to grow younger as it gets older, and shows a quite remarkable turn of speed. High revel was already in progress as the party arrived, and before long the roaring fire at one end of the room became something of an embarrassment. The club itself is obviously a gathering of the double-distilled spirit of enthusiasm and seems to serve the future role of a local branch of the Vintage Club, no fewer than five 12-50 Alvises (Alvis?) taking rank on the committee.

During a pause for breath the prizes were distributed by Mrs. Ken Lee, Reg Holt and Dr. Lilley, being notably frequent recipients of silverware. Tony Lee was then called up to receive a special award for the best prang of the year, which took the form of a painfully realistic miniature tomb.

After this interlude the company continued with dancing and reminiscence in the established tradition of all motor-club dances.

### NOTTS AUTUMN TRIAL

THE Nottingham Sports Car Club's Autumn Trial, held on the 21st October, 1951, received a very good entry of 48 cars. The course, much to the pleasure of the organizers, sorted out the experts from those with less experience, as was borne out by the fact that the respective winners of Class A and B lost only eight and nine marks whilst others, in fact more than 20, lost over 100 marks. Four managed to lose over 200. The route was in Derbyshire and included three "rougher" sections. Although some competitors found the going hard, Walker in his 4½-litre Bentley saloon met with no difficulty.

### RESULTS

**Outright Winner:** J. S. Hollings (Morris 8), 5 marks lost.

**Class A Winner (up to 1,200 c.c.):** J. Holroyd (Morris 8), 9 marks lost.

**Class B Winner (1,201-2,000 c.c.):** F. Hough (M.G. 1½-litre), 8 marks lost.

**Class C Winner (above 2,001 c.c.):** J. R. Weldon Jackson (Allard), 36 marks lost.

**Minor Awards:** J. Forbes (M.G.), 33 marks lost; P. Strawson (Rover), 36 marks lost; J. King (H.R.G.), 37 marks lost; T. K. Shipside (M.G.), 53 marks lost.

\* \* \*

### SUNBEAM REGISTER ANNUAL DINNER

THE Sunbeam Register will hold its annual dinner and social at the Red Lion, St Albans, Herts, on 1st December, at 7 p.m. for 7.30. The season's prizes will be presented, a quiz will be held and other items are being planned. The secretaries of certain one-make organizations have been invited, each to send a representative, and tickets are available to members of the Sunbeam Register or any one-make club or register, price 12s. 6d. each, from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

## 750 M.C. FORMULA UNCHANGED

### Request for Potential Competitors to Register

NEXT year's 750 Motor Club's racing formula will remain unchanged from the 1951 rules. The Club hope once again to be able to organize "formula" events at race meetings, but for this to be possible it is essential to know what measure of support can be expected. Potential entrants in "750" events are accordingly requested to register their names with the Club Scrutineer, John S. Moon, as soon as possible. His address is 21 The Grove, Addlestone, Surrey.

#### THE 750 M.C. RACING FORMULA

The car must comply with the Road Traffic Act and must have been driven to the meeting under its own power.

The bodywork must comply with the R.A.C. specification for cars for Trials and Rallies and in addition must not be less than 32 ins. wide inside the cockpit.

The following parts must be from the standard range of Sports and Touring Austin Seven components -

Cylinder block, crankcase, gearbox, rear axle casing, chassis side members.

The engine must have a stroke of 3 ins. and a bore not exceeding 2.26 ins. (i.e. 0.040 in. over 92.5). Overhead valves and superchargers are barred.

The car must carry full electrical equipment including starter battery, dynamo, side and tail lamps and at least one head lamp. There must be at least one arm screen of effective size. Hoods need not be carried nor spare wheels (A meetings held by other clubs it may be necessary to vary these items in deference to the regulations for these meetings).

This formula is devised for the benefit of the amateur competitor or tuner with very limited resources. The 750 Formula Committee reserves the right at all times to reject any car which it considers represents an attempt to defeat the spirit of the regulations even though it complies with the letter of them.



### PENNINE RALLY

**T**he postponed Rally of the North Staffs M.C., takes place tomorrow and Sunday, 17th/18th November. Competitors have the choice of three starting points, at Whitmore, Staffs, Woodhead, near Penistone, and Ashby-de-la-Zouch, and set off between 9 and 10 a.m. on Saturday, heading by a diverse route for Scarborough. Following a three-hour rest period, the night section commences, the course leading to the Lake District, with a control at Kirkstone Pass. A regularity test follows, then breakfast at Windermere. The second day section leads southwards to the finish at the Peacock Hotel, Yeadon, near Bradford. Members of Sunbac, B.A.R.C., Sheffield and Hallamshire, Vintage S.C.C., Severn Valley, the M.G. C.C. and the Lancs A.C. have been invited to compete in this event.

### DUBLIN NIGHT TRIAL

**Another P.A. for J. Bell (Ford Special)**  
**H**eld on Friday night, 26th October, over a 75-mile course covering a large area of the Wicklow mountains, the Dublin University M.C.'s Night Trial proved a severe test for drivers.

At the first special test, a triangle circuit at a T-junction, J. Bell (Ford Spl.) was best, with Jim Millard (TC M.G.) runner-up. The second test, a cross-roads affair, saw Millard fastest, while test 3, involving a timed run for drivers around their cars, did not meet with their complete approval! Cecil Vard, driving Lance Young's TC M.G., was quickest, followed by Millard. At test 4, another cross-roads affair, Millard and Bell were first and second, and the final test, which consisted of driving forward, over a line, reversing far enough to be able to complete a circle forward, round a pylon, and passing over a finishing line, saw Jack Gibney quickest in his new Ford Spl., Vard second and Bell third.

Jimmie Millard, piling up marks fast,

### COMING ATTRACTIONS

**November 16th.** Cornwall Vintage C.C. Night Navigation Trial

**November 17th.** Harrow C.C. Cottingham Memorial Trophy Trial. Start Lambert Arms, Aston Rowant, 11 a.m.  
Ulster A.C. Trial, N. Ireland

**November 17th-18th.** Falkirk and District M.C. Rally, Scotland  
North Staffs M.C. Pennine Rally Starting points, Mainwaring Arms Whitmore, Flouch Inn, Woodhead, and Ashby de la Zouch, 9 a.m.

**November 18th.** R.A.C./V.C.C. Veteran Car Run, London-Brighton. Start, Hyde Park Magazine, 8.30 a.m.  
Falcon M.C. Guy Fawkes Trial Start, Car Park, Stevenage, Herts, 11.30 a.m.

M.G. C.C. (NW) Cecil Kimber Trophy Trial. Start, Main Station, Macclesfield, 12.30 p.m.  
Herts County A. and A.C. Trial, Chilterns.

Severn Valley M.C. Trial, Wrekin.  
Southsea M.C. Hunt Trophy Trial, Petersfield. Start, Welcome Inn, Petersfield, 11.15 a.m.  
Yorkshire S.C.C. Trial, Ripponden.  
Leeds U.U.M.C. Treasure Hunt Start, Blue Lagoon, Leeds, 2 p.m.

**November 20th-25th.**—International Pan-American Road Race, Tuxtla-Cd, Juarez, Mexico

**November 24th.**—Bristol M.C. and L.C.C. Roy Fedden Trial, S. Glos. Start, Cross Hands, Old Sodbury, 10 a.m.  
Nottingham S.C.C. Night Trial  
Omagh M.C. Trial

**November 25th.**—Kentish Border C.C. Sporting Trial, Kent. Start, Spring Tavern, Wrotham Heath, 10 a.m.  
Leicestershire C.C. John Bull Trophy Trial, Leics.

was unfortunate in mistaking his route, and then lost more marks in the last test by failing to take the pylon with one lock—bad luck after his earlier efforts.  
H.A.O'B

### RESULTS

**Premier Award:** J. Bell (Ford 10 Spl.).  
**1st Class Awards:** C. Vard (M.G. TC), J. Valentine (M.G. TC), D. O'Clery (M.G. J3), M. Cavey (1,172 M.K.V.), C. K. Flynn (M.G. TD), W. Fitzsimmons (933 Ford Spl.), R. B. S. Le Fanu (M.G. TC).

**2nd Class Awards:** S. McIvor (M.G. TD), D. Jones (1,250 M.G.), M. O'Flaherty (1,250 M.G.), M. J. R. Dawes (1,250 M.G.), H. W. Irwin (M.G. TD), J. Gibney (Ford 10 Spl.), T. R. Bally (1,250 M.G.).

### CITROËN C.C. ACTIVITIES

**P**rior to the start of their Night Trial, on 27th/28th October, the chairman of the Citroën C.C., John Elliott, received a Trophy on behalf of the Club from Mr. T. N. Kendall, at one time the Service Manager at the Citroën factory at Slough. The Kendall Trophy, as it is to be called, will be awarded annually to the member putting up the best performance of the year in Citroën C.C. events.

The Club's "get-together" meeting this month takes place at the Albert Hotel, Kingston Hill, on 20th November, beginning at 7.30 p.m. All Citroën enthusiasts are invited to attend.

### CLUB FIXTURES

**N. London Enthusiasts C.C.**—Film Show (Esso Competition Review, 1951). 16th November, Black Bull, 146 High Road, Whetstone, 7.30 p.m.

**Maldstone and Mid-Kent M.C.**—Annual Dinner/Dance, 16th November, Tudor Arms, Bearsted, Kent.

**Bentley D.C.**—Noggin and Natter meetings: 16th November, Whipping Stocks Hotel, Manchester, from 6 p.m. 17th November, Compton Arms, Cadnam, Hants, from 7 p.m. 18th November, Bull's Head Hotel, Aylesbury, Bucks, 12 noon. 19th November, Old Talbot Hotel, Ripley, Surrey. 21st November, Trewince Country House Hotel, Port Navas, Cornwall.

**Berkhamsted M.C.**—Annual Dinner, 17th November, King's Arms, Berkhamsted.

**Bentley O.C.**—Noggin and Natter, 18th November, Crown Hotel, Blandford, Dorset.

**Lagonda Club.**—V.C.C. Run meeting 18th November, "Red Lion", Handcross. Lunch 1.30 p.m., booked in advance.

**Shenstone and District C.C.**—Informal Dance, 21st November. The Guildhall, Lichfield, 8 p.m. to 1 a.m.

**British Racing Mechanics Social Club.**—Annual Dinner and Dance, 23rd November, Park Lane Hotel, Piccadilly, W.1.



**SUCCESSFUL TRIALS CAR:** Tony Rumfit in the 1,172 c.c. Cotton built by Doug Cotton. The car has now been acquired by A. A. Baring.







Correspondence—continued from page 621

**MILES PER HOUR PER THOUSAND REVS.****A Reader's Handy Chart**

A RECENT article of John Bolster's dealing with gear ratios pointed out that road speed per thousand r.p.m. is by far the most useful basis of all gearing calculations—whether for flat-out main road blinding or for the ultra-rapid speed hill-climb special.

The accompanying chart shows resulting road speeds per 1,000 revs. for a wide range of tyre sizes and axle ratios, enabling the effect of a change in either of the latter to be seen at a glance.

It should be pointed out that the figures, although sufficiently accurate for most normal purposes, are slide rule estimations based on the approximated formula  $V = \frac{DN}{336R}$  which is derived as follows:—

The speed of the driving wheels is given by

$$V = \frac{DN}{336R} \quad (1)$$

where  $V$  = Speed in m.p.h.

$D$  = Outside diameter of wheel (tyre) in inches

$N$  = R.P.M. of wheel

If  $R$  is the overall gear ratio (gearbox x rear axle), then

$$R = \frac{N1}{N} \quad (2)$$

where  $N1$  = R.P.M. of engine.

Hence,  $N = \frac{N1}{R}$  and substituting this in (1) we get

$$V = \frac{DN1}{336R} \quad (3)$$

Since we are here taking  $N1$  as 1,000 R.P.M., we thus have

$$V = \frac{1,000D}{336R} \quad (4)$$

or, very very nearly

$$V = \frac{3D}{R} \quad (4)$$

Those for whom nothing but complete accuracy will do may check and correct any of the results to two or three places of decimals by applying the more exact formula

$$V = \frac{1,000D}{336R} \quad \text{or} \quad V = \frac{1,000d}{3537R} \quad (\text{where } d = \text{diam. in millimetres})$$

It should not be overlooked that either  $D$  or  $d$  means the effective diameter of the tyre; for a fully inflated fairly high pressure tyre this can be taken as roughly 97 per cent. of the measured diameter.

Gear Ratio R	M.P.H. per 1,000 r.p.m.																										
3.0	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36											
3.2	19.6	20.3	21	21.5	22.5	23	24	25	26	27	28	29	30	31	32	32.6	33.7										
3.4	18.6	19.4	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	33.8										
3.6	17.5	18.4	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	34									
3.8	16.6	17.4	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	34.2								
4.0	15.6	16.5	17.2	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	34.5							
4.2	14.7	15.7	16.4	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	34.8						
4.4	14.4	15.5	16.3	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	35						
4.6	13.7	14.8	15.6	16.7	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	35.2					
4.8	13	14.1	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	35.4					
5.0	12.6	13.8	14.8	15.8	16.7	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	32.6	35.6				
5.2	12	12.7	13.2	13.8	14.4	15	15.6	16	16.7	17	18	18.4	19	19.3	20	20.7											
5.4	11.6	12.2	12.8	13.3	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20											
5.6	11.2	11.8	12.4	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20										
5.8	11	11.4	12	12.4	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20									
6.0	10.5	11	11.4	12	12.5	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20								
6.2	10.1	10.6	11	11.6	12	12.6	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20							
6.4	10	10.3	10.7	11.2	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20						
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6.8	9.3	9.7	10.1	10.5	11	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20				
7.0	9	9.5	9.8	10.2	10.7	11	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20			
7.2	8.7	9.2	9.6	10	10.4	10.8	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20			
7.4	8.5	9	9.3	9.7	10	10.5	11	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20		
7.6	8.3	8.7	9.1	9.5	9.8	10.2	10.7	11	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20	
7.8	8.1	8.5	8.8	9.3	9.6	10	10.4	10.8	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20	
8.0	7.9	8.3	8.6	9	9.4	9.7	10.1	10.5	11	11.3	11.7	12.2	12.7	13	13.4	14	14.4	15	15.3	16	16.5	17.2	17.7	18.2	18.8	19.4	20

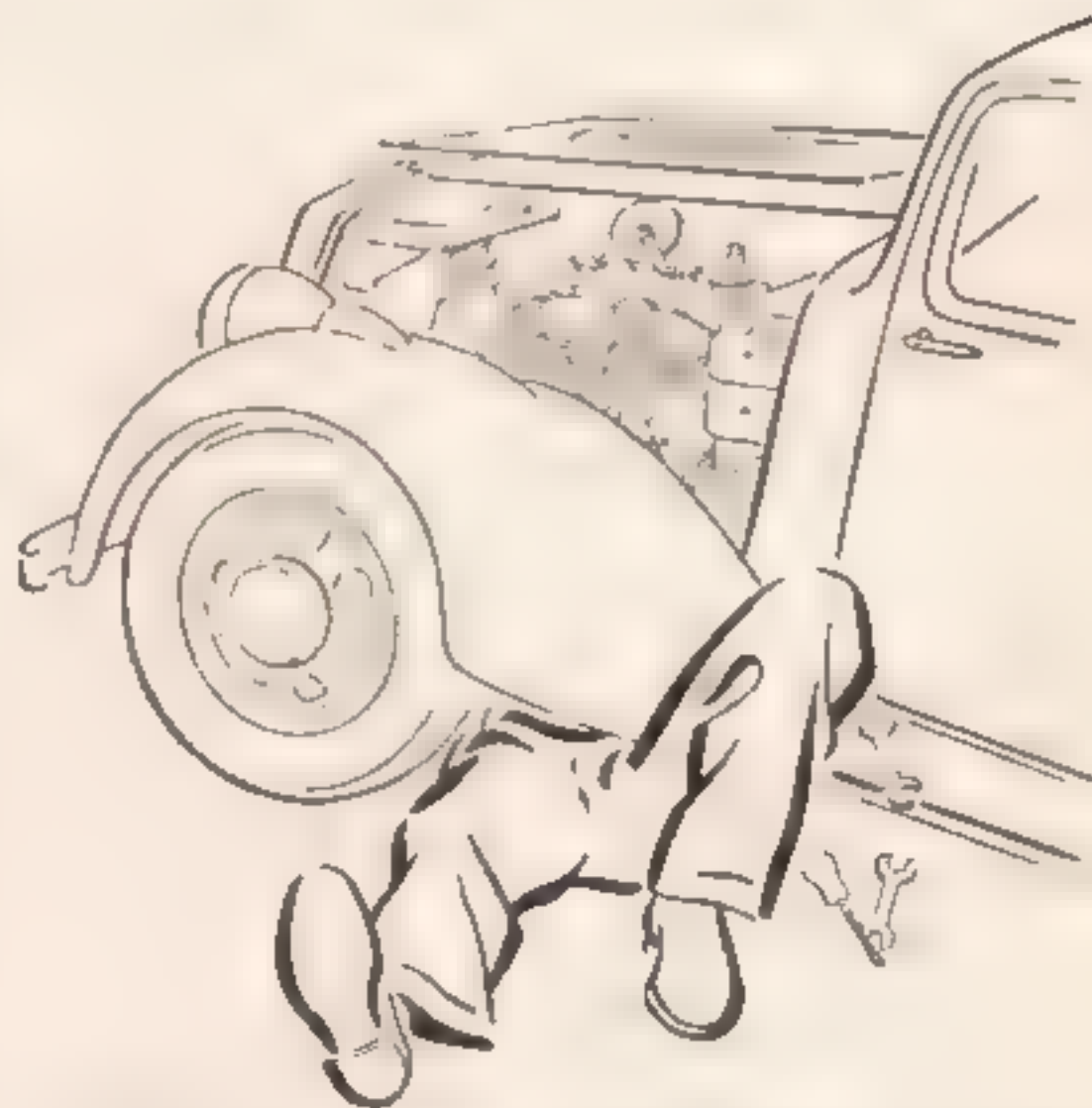
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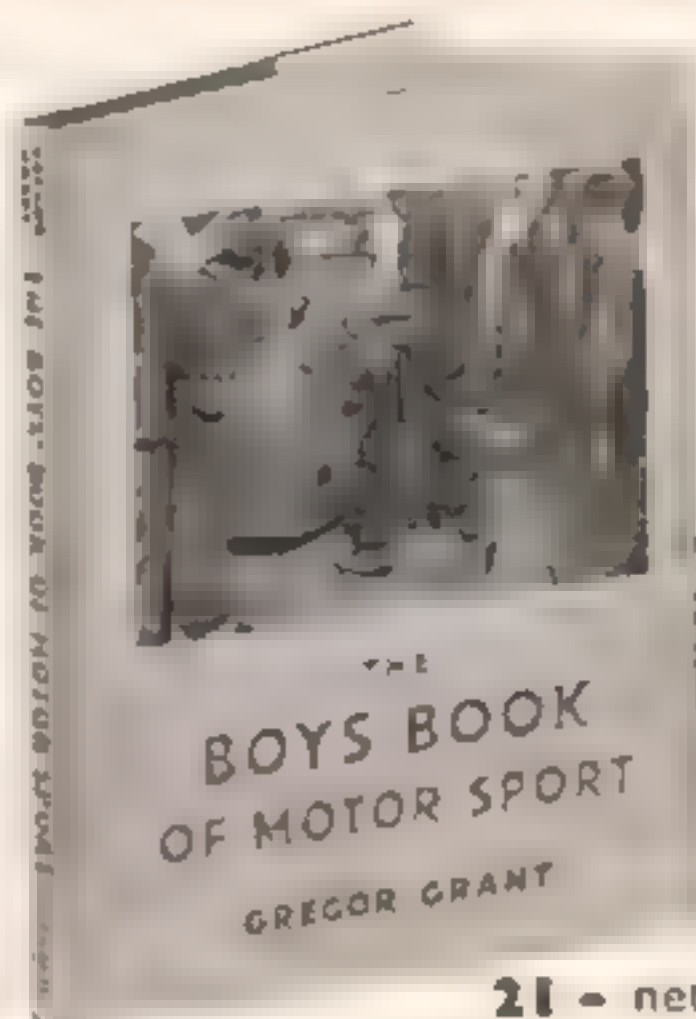
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## News from the Clubs—continued

## TENBY CHALLENGE RALLY

**THE** Tenby M.C. will hold a Rally this Sunday for the Lt.-Col. and Mrs. R. P. Howells Challenge Cup, starting from Lydstep at 2 p.m. The course covers about 25 miles.

The Club's Annual Dinner and Dance is booked for 11th January at the Royal Gate House Hotel, Tenby.

## THE BISLEY RALLY

**THAT** popular affair, the Bisley Rally of the Vintage S.C.C., takes place once again on Sunday, 2nd December, on a new site at Frith Hill, on W.D. land adjacent to the Blackdown road. The event will comprise four tests involving reversing, driving and similar manoeuvres. Entries will be divided into four classes: (a) Vintage cars under 1,500 c.c. (b) Vintage cars over 1,500 c.c. (c) Thoroughbred post-Vintage cars under 1,500 c.c. and (d) ditto over 1,500 c.c. The tests begin at 12.30 p.m., and competitors must report by midday.

Entries close by first post, Friday, 23rd November, and should be addressed to the Secretary of the Meeting, T. W. Carson, of Mellaha, Pack Lane, Kempshott, Basingstoke, Hants.

## LEICESTERSHIRE CHALLENGE TROPHY

**A** CLOSED invitation trial will be held by the Leicestershire C.C. on 25th November over a 40-mile course. Five clubs are invited to compete, as follows: N.W. London, Hagley and District, Sunbac, Shenstone and North Midland. Entries must reach the Secretary of the Meeting, K. M. Towle, at 136, Wharf Street, Leicester, by first post, 21st November.

The Trial will start from the Lee Street Car Park, Leicester, first car going off at 11.01 a.m.

## CHILTERN C.C. A.G.M.

**THE** Annual General Meeting of the Chiltern C.C. takes place tonight, 16th November, at the George Hotel, Beaconsfield, commencing at 8 p.m.

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